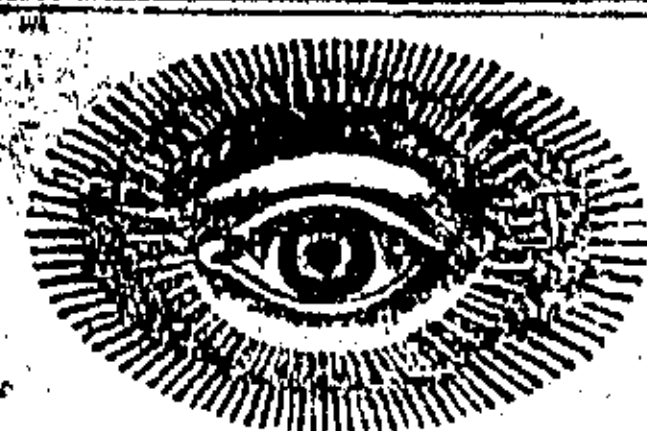


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	9.15	10.08	11.02	1.15	2.37	3.00	4.37	5.43	7.23
Yamat ...Dep.	6.45	8.08	9.23	10.16	11.10	1.23	2.45	3.08	4.45	5.51	7.31
Shatin ...Dep.	6.57	8.10	9.25	10.18	11.12	1.25	2.47	3.10	4.47	5.53	7.33
Taipei ...Dep.	7.11	8.14	9.29	10.22	11.16	1.29	2.51	3.14	4.51	5.57	7.37
TaipeiMarketDep.	7.16	8.19	9.34	10.27	11.21	1.34	2.56	3.19	4.56	6.02	7.42
Fanning ...Dep.	7.27	8.30	9.45	10.38	11.32	1.45	3.07	3.30	5.07	6.13	7.53
Shuangshui ...Dep.	7.37	8.40	9.55	10.48	11.42	1.55	3.17	3.40	5.17	6.23	8.03
Shuangshui ...Arr.	7.38	8.41	9.56	10.49	11.43	1.56	3.18	3.41	5.18	6.24	8.04
Shuangshui ...Dep.	7.43	8.46	10.01	10.54	11.48	2.01	3.23	3.46	5.23	6.29	8.09
Canton ...Arr.	11.50	1.03	2.18	3.31	4.46	5.59	7.12	8.25	9.38	10.51	12.04

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.43	8.46	10.01	11.14	1.27	2.40	3.53	5.06
Shatankok ...Dep.	7.53	8.56	10.11	11.24	1.37	2.50	4.03	5.16
Shatankok ...Arr.	8.03	9.06	10.21	11.34	1.47	3.00	4.13	5.26
Fanning ...Arr.	8.13	9.16	10.31	11.44	1.57	3.10	4.23	5.36

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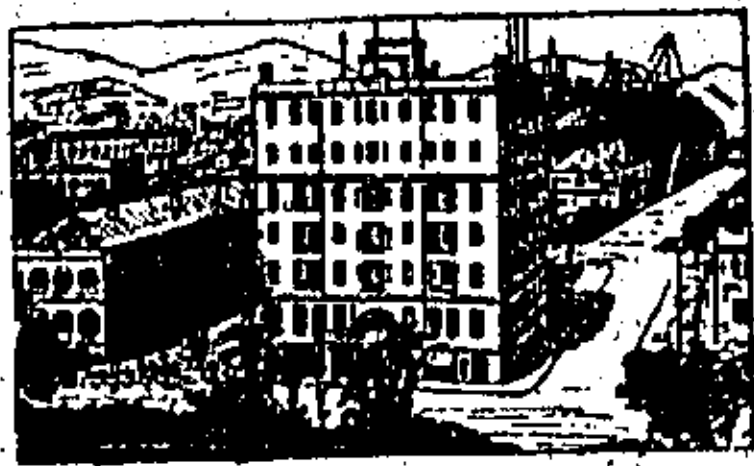
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GIRLS USED AS DETEC- TIVES.

NEW PROFESSION FOR
WOMEN.
OFTEN SUCCEED WHERE MEN
FAIL.

Baker Street, London, is once
more the home of the private
sleuth.
It is not Sherlock Holmes with
his faithful and ever-puzzled Watson
who has returned to solve the
problems that baffle Scotland Yard,
nor has Sexton Blake, with his
loping blood-hound, Pedro, stepped
out of the pages of fiction to open
up business in this famous high-
way.

But Baker Street has become the
headquarters of a score of more
girls, who, under the training and
the leadership of an ex-policeman,
are putting the fear of the law into
the hearts of criminals, from the
shoplifter to the bigamist, and are
assisting the official police in hun-
dreds of other ways.

For many difficult missions it
is certain that a woman detective
stands a greater chance of success
than a man. In cases of shoplift-
ing so prevalent at the big London
stores, to take only one example,
a woman detective is less easily
recognized and is far more likely
to bring the culprit to book.

Mr. C. H. Kersey, who served for
25 years at Scotland Yard and
Marylebone Lane Police Station,
and who originated the novel
scheme to train girls as detectives,
told the *Sunday Chronicle* that, in
his experience, he had rarely known
a woman detective to fail in cases
that had often baffled astute men.

"As a rule," he said, "they have
considerable powers of intuition,
and are consistently brave and re-
sourceful."

He gave an instance of the kind
of work these girls are doing.

One of his staff was standing out-
side a big Oxford Street shop when
she overheard a woman remark to
a companion, "I'll do the base-
ment at So-and-So's, and you do
the shop here."

Unobtrusively the girl detective
followed the two women into a
publichouse, ordered some beer,
and listened to the women's plans
as they revealed them in conver-
sation. The result was that a smart
capture was made.

"I have members of my staff in
most of the principal London
stores," said Mr. Kersey, "and
their presence has meant that hun-
dreds of pounds' worth of goods are
saved from being stolen."

No matter how long they have
been in my service I put them
through an hour's training every
Friday morning if they are not on
duty away from head quarters,
and, of course, I do not neglect
the art of self-defence, for at any
time the girls may have to cope
with physical violence.

"Only the other day, a member
of my staff saw a woman suspect
come out of a big shop. The girl
detective walked up to her and
said, 'Would you mind returning
to the shop with me for a few
minutes?' For answer the suspect
gave her a jab with an umbrella
and pushed her away. The detec-
tive grappled with her and was
dragged half-way across the road,
but succeeded in getting her ar-
rested."

"Race meetings are covered by
my girls, who are constantly on
the lookout for the pickpockets who
infest the courses. And banquets
and weddings, at which valuable
jewellery and presents are exhib-
ited, also come under their scope."

MAN'S LIFE IN MANILA.

AVERAGE PERIOD ABOUT 23
YEARS.

The average length of a man's
life in Manila at present is 23
years, 4 months and 7 days, accord-
ing to estimates now being com-
piled at the Sanitation Division of
the city engineer's office. Records for
burials in local cemeteries show fur-
ther that women die at more ad-
vanced ages than men.

Since the early part of January
this year, the city engineer ordered
the recording of the ages of all per-
sons buried in city cemeteries.
From these figures, the Sanitation
Department obtained the average
length of lives in the city during
this year.

THE RIGHT TO BEAT A WIFE.

PARIS RULING—"ABSURD."
JUDICIAL DECISION RAISES A
STORM.

A husband is entitled to beat his
wife if her conduct is such as to
irritate him beyond control, and
the wife cannot in such circum-
stances plead cruelty as ground for
divorce.

This principle in jurisprudence
was laid down by the Paris Divorce
Court in a suit in which the wife
alleged that her husband had struck
her.

The husband's counsel retorted
that if the man had struck the
woman the latter had well deserved
it by her flighty conduct, and the
court incorporated into modern
law the ancient code that the hus-
band has the right to punish his
wife in case of dereliction of duty.

The case has excited keen interest
among women, who are up in arms
against the divorce judge's finding.
Mme. Freund, one of the first
women to be admitted to the Paris
Bar, said:

"The ruling is absurd, and is not
justified in law. The three causes
for divorce admitted by French law
are adultery, grievous insult, and
assault and battery."

French courts generally take into
consideration the social status of
the parties in deciding grounds for
divorce. Words that would be re-
garded as "grievous insult" among
refined people would not be re-
garded as insulting in circles
where they are commonly employed
and where not much attention is
paid to them.

But no article of law grants the
husband the right to beat his wife
nor has the wife the right to beat
her husband, though I remember
one amazing case in which a deli-
cate little woman exercised a ver-
itable reign of terror over a man
who was so big that it was some
time before I could bring myself
to believe that this could possibly
be true.

PARIS POLICE TRAP ANARCHIST.

PERFECT BURGLARS' TOOLS.

CARDINAL'S MURDER
RECALLED.

PARIS, May 19th.
One of the most dangerous Anar-
chists has been arrested in drama-
tic circumstances.

For some time the French police
have been on the track of Martinez
Jimenez in connection with a long
series of burglaries in the suburbs
of Paris. Yesterday morning two
detectives called at a tiny wood
and plaster hut in the working-class dis-
trict of Saint Owen just outside the
fortifications of Paris.

They knocked at the door and
when a sturdy, square-shouldered
man with a tanned face appeared,
asked him if he were not a for-
eigner.

"Yes, I am a Spaniard," was the
reply. The detectives asked to
see his identity papers. A few
minutes later the man appeared
with a passport (which afterwards
was shown to be false) in his hand.
As he offered the paper to the de-
tectives they handcuffed him and
told him that he was under arrest.

A search of the hut revealed two
revolvers, a large number of car-
tridges, and a tool chest containing
the most perfect burglars' in-
struments. There were sets of false
keys, implements for forcing locks,
files and braces and bits. In one
corner was a massive lever with
a huge solid steel blade at the end,
which could be used like a giant
tin-opener for cutting into safe.

Jimenez, it is stated, is an Anar-
chist criminal well-known in
Spain. He is accused there of hav-
ing been concerned not only in
burglaries and raids on banks but
also in the assassination of the aged
Cardinal Archbishop of Saragossa
and that of the Governor of Barce-
lona in 1921.

Great Strength.

Jimenez, who is 35, is of most
muscular appearance and endowed
with extraordinary strength. He
admitted to the police, who showed
him silver and linen found in his
hut, that these were the proceeds
of a burglary at Pau two years
ago.

DIARY OF EVENTS.

To-day.

Summer Solstice (*Hiwa-chih*).
Tea Dances: H.K. Hotel, Hotel
Savoy, King Edward Hotel and
Cafe Parisien, 4.30 p.m.
Lawn Tennis League:—"B"
Division: H.K.C.C. v. Club de
Recreio, 5 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
Queen's Theatre: "The Thunder-
ing Herd."
World Theatre: "This Woman."
Star Theatre: "The Pony Ex-
press."

Principal Mails:—Outward:
Canada, U.S.A., etc. Europe via
Vancouver and via Siberia (*Em-
press of Russia*), 8.30 a.m.; Aus-
tralia, New Zealand, etc. (*Tango
Maru*), 9.30 a.m.

Thursday.

H.R.H. Prince of Wales born
1894.
Legislative Council Meeting, 2.30
p.m.
Lawn Tennis League:—"A"
Division: C.R.C. v. M.B.K., 5.15
p.m.
Tea Dances: H.K. Hotel, Hotel
Savoy and Cafe Parisien, 4.30
p.m. and Lee Gardens, 5.30 p.m.
Subscribers list for Subscription
Griffins closes at 5 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
Queen's Theatre: "Held by the
Law."
World Theatre: "Heritage of
the Desert."
Star Theatre: "Prisoners of the
Storm."

Principal Mails:—Inward: Europe
and U.K. via Suez (*Macedonia*).
Outward: Europe via Siberia
(*Patroclus*), 5 p.m.

Friday.

Nativity of John the Baptist.
Midsummer Day.
Tea Dances: H.K. Hotel, Hotel
Savoy, King Edward Hotel and
Cafe Parisien, 4.30 p.m.
Entries close for Macao-Race
Meeting, 8 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
St. Peter's Y.M.C. Whist Drive,
Cathedral Hall, 8.30 p.m.
Queen's Theatre: "Held by the
Law."
World Theatre: "Heritage of
the Desert."
Star Theatre: "Prisoners of the
Storm."
Principal Mails:—Inward: Europe
via Siberia (*Fulda*). Outward:
Europe via Siberia (*Macedonia*),
8.30 a.m.

Saturday.

5th Extra Race Meeting of Hong
Kong Jockey Club, Happy Valley.
Lawn Tennis League:—"A"
Division: I.R.C. v. U.S.R.C. "B"
Division: H.K.C.C. v. S.C.A.A.;
Club de Recreio v. C.C.C.; U.S.R.O.
v. C.R.C.; Nippon Club v. I.R.C.;
M.B.K. v. University. "O" Divi-
sion: Taikeo R.C. v. H.K.C.C.;
R.A.O.C. v. K.B.S.F.P.A.; C.R.C.
v. Club de Recreio; C.O.O. v. Nip-
pon Club; S.C.A.A. v. Netherlands
T.C.

H.K. Baseball League: Filipinos
v. Club de Recreio, Happy Valley
Diamond, 4 p.m.

St. Peter's Y.M.C. Launch
Picnic. Launch leaves Queen's
Pier, 3.30 p.m.

Tea Dances: H.K. Hotel, Hotel
Savoy and Cafe Parisien, 4.30 p.m.,
and Lee Gardens, 5.30 p.m.
Dinner Dances at Cafe
Restaurant Parisien.
Queen's Theatre: "Held by the
Law."

World Theatre: "Heritage of
the Desert."
Star Theatre: "Prisoners of the
Storm."

Principal Mails:—Outward:
Europe via Marseilles (*Mantua*),
10.30 a.m.; Europe via Siberia
(*Shantung*), 2.30 p.m.

Sunday.

2nd Sunday after Trinity.
Golf: Royal Hong Kong Golf
Club v. Army, Fanning.
H.K. Baseball League: Japanese
P.C. v. Tigers (S.C.A.A.), Happy
Valley Diamond, 4 p.m.
Tea Dances: Lee Gardens, 5.30 p.m.

Monda.

Tea Dances: H.K. Hotel, Hotel
Savoy, King Edward Hotel, and
Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe
Restaurant Parisien.

Principal Mails:—Inward: Canada,
U.S.A., etc. (*Empress of Asia*).

Sanitary Board meeting, 4.15
p.m.
Tea Dances: H.K. Hotel, Hotel
Savoy and Cafe Parisien, 4.30 p.m.

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CHINESE MEDICAL PRACTITIONERS.

VALUABLE WORK OF
REFERENCE.

TRANSLATION OF BRITISH
PHARMACOPEIA.

ENTERPRISE OF SHANGHAI
AND LONDON CHAMBERS
OF COMMERCE.

The translation into Chinese of the British Pharmacopoeia which has been undertaken under the joint auspices of the London Chamber of Commerce and the British Chamber of Commerce, Shanghai, has been completed and the work has just been published. The primary object in view in undertaking a task so stupendous and so difficult was to familiarize the Chinese medical practitioners and students of medicine and pharmacy with official British pharmaceutical preparations.

The genesis of the translation dates from May 26th, 1921, when a meeting of the then Chemicals, Dyes and Drugs Sub-Committee of the British Chamber of Commerce, Shanghai, after very careful thought, decided to recommend the General Committee of the Chamber to issue the necessary authority, believing a translation of an authoritative work would be of inestimable value to the Chinese medical fraternity, many members of which had received western training. The General Committee adopted this recommendation, and their decision was communicated to the London Chamber of Commerce. After lengthy correspondence on the subject, sufficient financial support was guaranteed by a number of the larger British manufacturers interested, for an abridged translation, with appendices of therapeutic notes.

Finding The Translator.

As was anticipated, it was exceedingly difficult to find a Chinese gentleman possessing the requisite qualifications of being at once a medical practitioner fully acquainted with the meanings of the many highly technical, botanical and pharmaceutical terms and an able Chinese scholar. After a careful search in every educational centre in China, a search extending nearly two years, Dr. C. L. Kao, was recommended to the Chemicals Sub-Committee by Dr. Cousland. In his letter of recommendation, Dr. Cousland said he was convinced that in Dr. Kao the Chamber would secure the services of a translator of repute, and one who was capable of undertaking this important task. In inviting Dr. Kao to translate the Pharmacopoeia, the Chamber was additionally influenced by the fact that he was, and is, a member of the Chinese Terminology Committee, a high recommendation of his ability.

The translation of the text was commenced in 1924, and by the early spring of 1925 was sufficiently advanced for the authorities of Shanghai Christian University, under Dr. McAll, to commence the work of revision which they had previously promised. This revision was done with the object of assuring accuracy from a practical rather than a scholastic aspect.

It might be of interest to add that although the translation is called abridged, it is in effect practically a complete translation, as it was found impracticable to delete many items, because such deletions as were suggested were found to contain ingredients in preparations it was highly desirable to retain.

"Red" Politicians Intervene.

With the exception of the index, the translation was completed in the Spring of 1925, at which time the Chamber was on the point of considering preliminary estimates for printing when the incident of May the 30th occurred. The subsequent general strike, followed by a printers' strike, prevented anything further being done until the following summer, when corrected estimates were received from four of the largest printing houses in Shanghai. The tender submitted by Messrs. Kelly & Walsh, Ltd., who had undertaken to use only the best materials and to produce a book resembling in size and colour the original work was accepted.

Copies may be obtained from Messrs. Kelly & Walsh, Ltd., Hong Kong, from the Hong Kong General Chamber of Commerce and the British Chamber of Commerce, Canton, or direct from the British Chamber of Commerce, Shanghai.

(Continued on next column.)

CARING FOR HANKOW WOUNDED.

DIFFICULTIES OF NURSING
STAFF.

DECISION TO HAVE NO MORE
WOMEN WORKERS.

SHANGHAI, June 18th.

It is evident from telegrams and letters that have been received here that the volunteer doctors and nurses who have gone to Hankow to assist in the care of the thousands of Tang Seng Chi's wounded soldiers who are coming in from Honan, are working under difficulties which we do not apprehend. Whatever these obstacles are, instructions have reached the office of the China Medical Board from Bishop Root's of the American Church Mission that qualified doctors and nurses are needed, but that men only are wanted, because of unexplained "political reasons." A letter written some days before this telegram was despatched also dwells upon the difficulty of finding accommodation for women workers, while it is generally known in missionary circles that two ladies who have been vainly struggling to get permission from the British authorities to go to Hankow in response to the appeal for doctors and nurses have been unable to leave because the requisite permission has not come from the British authorities in Hankow.

Hospitals Unsafe For Women?

The question of respectable housing and the new problem of the typhus epidemic would undoubtedly influence any decision in the matter of allowing ladies to go to Hankow to care for the wounded, but the phrase "political reasons" in Bishop Root's message will be associated in everyone's mind with reports that have been published of the unruly behaviour of the convalescent soldiery, so it is very generally believed that, at the moment, the emergency hospitals are not only uncomfortable but unsafe for women. This, of course, is only a surmise that cannot be confirmed until the mail brings further details. It is interesting to note that sufficient funds have been found by the Chinese in Hankow to pay all expenses of volunteers, excepting salaries, of course, which would indicate that the care of the wounded has proved a distracting problem indeed for the authorities.—*North China Daily News.*

Just prior to their acceptance, Dr. Kao left Shanghai to take charge of a Chinese Hospital in Changsha. Within a short time of his arrival there, however, the Communist element gained control and among other activities examined and detained all mail matters addressed to British firms. This high handed action caused considerable delay in the exchange of copy, and added greatly to the risk of loss of the manuscript. The delay became so great that the printers asked to be allowed to print off the copy after the first proof had been corrected. This was agreed to as it was felt that otherwise the printing would have been indefinitely postponed. Subsequent events proved that it would have been preferable to have stopped the work for the time being. Dr. Kao soon found his position in Changsha untenable; he closed his hospital just in time to prevent the "Reds" from doing so, and on his return to Shanghai proceeded with the very important work of checking the proofs.

Foundation For A Chinese Pharmacopoeia.

With the publication of this work it is hoped sufficiently to impress upon the medical and pharmaceutical professions in China the need for a pharmacopoeia of their own adapted to China's exceedingly rich materia medica. Possibly when a stable government exists, the example of Japan—and some of the smaller Continental countries who have built up their own pharmacopoeias from those of other countries—will be followed. The present translation will be of considerable value to any such subsequent production and will undoubtedly prove a useful work of reference to the Chinese speaking members of the medical and allied professions in China.

Copies may be obtained from Messrs. Kelly & Walsh, Ltd., Hong Kong, from the Hong Kong General Chamber of Commerce and the British Chamber of Commerce, Canton, or direct from the British Chamber of Commerce, Shanghai.

SOUTHERN SOLDIERS ON THE SPREE.

CHINESE POLICEMEN ILL-
TREATED & TERRORIZED.

OUTBREAK AT CHAPEL.

SHANGHAI, June 18th.

Whether they were celebrating the anniversary of the sufferings of Dr. Sun Yat Sen or the recent victories of the Nationalist armies against the Shantungese may never be known, but on Thursday night at least some four or five instances were reported to the commander of the Woosung and Shanghai constabulary where Nationalist soldiers ran amok in Chinese territory and for a time threatened to disband the police.

The first instance of this was reported in Chapei, when about a score of the troops approached a constable and demanded that he should give up his baton. This he refused to do and, after several threats, demanded to be left alone so that he could stick to his post. The soldiers, thinking that this constituted a great loss of face, attacked the constable and, after beating him into submission, took him to their headquarters, where they tore off his uniform, took his arms and baton, and sent him into the streets naked.

Police Hushed Off The Scene.

A short time later police in the vicinity of the Commercial Press works in Paoshan Road, Chapei, reported that 10 soldiers in a drunken state had beaten one of the constables and that the rest of the men on the same beat had only saved themselves by fleeing to houses and ten shops near by.

From here, the soldiers of the same band seem to have blazed a trail through the streets and alleyways of Chapei, pouncing upon any unfortunate policeman who came to their notice, as a result of which the streets were free from the lawful protectors for probably 30 minutes.

The matter was referred to the chief of the Woosung and Shanghai constabulary yesterday morning and he has taken up the matter with the general in command of the 26th Nationalist Army, to which all belong. It is said that some of the men have been placed under arrest, while others still are being sought. A court-martial awaits all of them. It is said.—*North China Daily News.*

JAPAN AND HER FLEET AUXILIARIES.

WHERE HER EXPERTS ARE
UNEASY.

The chief weakness of the Japanese Navy at the present time, in the view of her own professional authorities, lies in the insufficiency of auxiliaries. Her strength in capital ships, cruisers, destroyers, and submarines is well proportioned and adequate. But in auxiliary cruisers, aircraft carriers, repair ships, minelayers and minesweepers she is badly off, although her position is steadily improving. At present her Admiralty can only count upon four mercantile cruisers of 20 knots and three of 18 knots, although, of course, her mercantile marine contains many fine ships of lower speeds which would be requisitioned immediately on the outbreak of hostilities and armed.

Japanese naval strategy tends to visualize defensive tactics in the event of conflict with a great naval power; to let the enemy come and attack her in preference to going and attacking the enemy. She knows perfectly well that the question of bases would form a very serious problem to any potential foe. At the same time her fleet is quite capable of carrying out vigorous offensive operations. No enemy would find it an easy matter to either establish or seize a base in the Pacific sufficiently near to Japanese waters to permit of active operations if the Japanese Fleet disputed possession of such base, as undoubtedly it would. After the defeat of the Baltic Fleet at Tannishima the Japanese might very well have carried the war against Russia into European waters had they chosen. Probably Western sentiment would have been against this, but that need not have troubled them. What did trouble them was the question of bases. At that time we were in alliance with Japan, but we were also neutral so far as Russia was concerned, and any suggestion that Japanese warships should use British ports would have been very embarrassing to our Government. France was then allied with Russia, and so the situation was pretty delicate. But Japan recognized that she had smashed Russian sea power and that naval operations in European waters would serve no purpose unless supplemented by military operations. (Continued at foot of next column.)

BLUE FUNNEL LINE

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return to Hong Kong.

	PATROCLOS	"ANTENOR"	"HECTOR"	"AENEAS"
	11,316 tons.	11,174 tons.	11,188 tons.	10,058 tons.
Leave Hong Kong	June 24th	July 2nd	Aug. 26th	Sep. 28th
Arrive Shanghai	" 27th	" 27th	" 29th	Oct. 1st
Leave Shanghai	" 29th	" 31st	" 31st	" 3rd
Arrive Tsingtau	July 1st	" 2nd	Sept. 2nd	" 4th
Leave Tsingtau	" 1st	" 2nd	" 3rd	" 4th
Arrive Weihaioei	" 2nd	" 3rd	" 4th	" 5th
Leave Weihaioei	" 2nd	" 3rd	" 4th	" 5th
Arrive Taku Bar (for Tientsin & Peking)	" 3rd	" 31st	" 4th	" 6th
Leave Taku Bar	" 3rd	" 31st	" 4th	" 6th
Arrive Chingwangtao	" 7th	" 4th	" 5th	" 9th
Leave Chingwangtao	" 7th	" 4th	" 5th	" 9th
Arrive Dairen	" 12th	" 5th	" 9th	" 10th
Leave Dairen	" 12th	" 5th	" 9th	" 10th
Arrive Taku Bar	" 12th	" 5th	" 9th	" 10th
Leave Taku Bar	" 12th	" 5th	" 9th	" 10th
Arrive Weihaioei	July 13th	Aug. 1st	" 21st	" 19th
Leave Weihaioei	" 13th	" 1st	" 21st	" 19th
Arrive Tsingtau	" 14th	" 11th	" 22nd	" 20th
Leave Tsingtau	" 14th	" 11th	" 22nd	" 20th
Arrive Shanghai	" 15th	" 12th	" 23rd	" 21st
Leave Shanghai	" 17th	" 14th	" 25th	" 22nd
Arrive Hong Kong	" 26th	" 23rd	Oct. 1st	" 28th
			" 4th	" 31st

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HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 21st, 1927.	
H.K. Bank	117 1/2 nom.
Do., London	117 1/2 nom.
Chartered Bank	120 nom.
Mercantile Bank, A. & B.	120 nom.
Do., C.	121 1/2 nom.
P. & O. Bank	120 buy.
East Asia Bank	120 nom.
Canton Insurance	120 sel.
China Underwriters	120 nom.
North China Ins.	115.143 buy.
Union Insurance	120 nom.
Yangtze Insurance	120 nom.
China Fire Insurance	120 buy.
Hong Kong Fire Ins.	120 nom.
Douglases	121 buy.
Steamboats	122 nom.
Hong Kong Sigs	121.10 nom.
Indo-China (Pict.)	120 nom.
Do. (Lett.)	120 sel.
Shell Transport	120.95 nom.
Star Lines	120.50 sel.
Waterboats	120.50 buy.
China Sugars	121 sel.
Malayan Sugars	121 nom.
Benguet	121.70 buy.
Kailash Mining	120.40 buy.
Langkat (combined)	121.20 nom.
Do. (single)	121.20 nom.
S'hai. Explorations	121.20 sel.
Shanghai Loans	121.4 nom.
Latiao Mining	121.20 nom.
Oral Caspans	121 nom.
H.K. & K. Wharves	120.60 buy.
H.K. & W. Docks	120.60 nom.
Hongkows	121.12 buy.
New Engineering	121.50 buy.
Shanghai Docks	121.107 buy.
H.K. & S. Hotels	120.90 sel.
H.K. Lands	120.55 buy, 55.15 sa.
Hong Kong Realty	120 sel.
H.K. Mortgages	121.20 nom.
Humphreys & Co.	121.20 nom.
Prince's Buildings	120.80 nom.
Rural Lands	121 nom.
Ewo Cottons	121.75 sel.
Oriental	121.210 nom.
Shanghai Cottons (old)	121.62 buy.
Do. (new)	121.28 buy.
China Buses	121.7 buy.
H.K. Tramways	120.80 buy, 20.80 sa.
Peak Tram (old)	121 sel.
Do. (new)	121 sel.
Singapore Tractions	121 nom.
Taxis	121 nom.
Amusements	120.20 buy.
Canton Ice	120.50 nom.
Cements (combined)	120.30 nom.
Do. (old)	120.60 nom.
Do. (new)	120.60 sel.
China Lights (comb.)	121.20 sel.
Do. (old)	121.20 sel.
Do. (new)	121.20 sel.
China Providents	121.20 buy.
Constructions	120.20 nom.
Dairy Farms	121.30 sel.
Der A. Wings	120 nom.
H.K. Electric	120.22 buy & sa.
Macao Electric	120.50 buy.
H.K. Ropes (old)	120.50 nom.
Do. (new)	120.50 nom.
Lane Crawfords	120.50 sel.
Mackintoshes	120.50 nom.
Succores	120.50 nom.
United Asbestos	120.50 nom.
Watsons (old)	121.10 buy.
Wm. Powells	120.50 nom.
Telephones	120.30 nom.
buy—buyers; sel—sellers; sa—sales nom.—nominal.	

Even Napoleon would have declined such an undertaking. He was able to march to Moscow from Paris. But to get there from Yokohama is quite another matter.—*Naval and Military Record.*

EXCHANGE.

CLOSING QUOTATIONS.

June 21st, 1927.

On LONDON.—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bills, at 4 months' sight	111 1/2
On PARIS.—	
Bank Bills, on demand	135
Credit, 4 months' sight	135
On NEW YORK.—	
Bank Bills, on demand	49 1/2
Credit, at 60 days' sight	50
On HONGKONG.—	
Telegraphic Transfer	133 1/2
Bank Bills, on demand	133 1/2
On SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	nom.
On YOKOHAMA.—	
On MANILA.—	
On SINGAPORE.—	
On BATAVIA.—	
On HANKOW.—	
On SOERABAYA.—	
On BANGKOK.—	
SOVEREIGN, Bank's Buying rate	95 1/2
GOLD LEAF, 100 fine, per tole	28 1/2
SILVER, per oz.	28 1/2

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DISARMAMENT.

THE NAVAL LIMITATION
CONFERENCE AT
GENEVA.

WASHINGTON OPTIMISTIC.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, June 21st.
The reports of the first day's proceedings at Geneva have elicited optimistic predictions of success on the part of State Department officials.

[THROUGH REUTER'S AGENCY.]

Proposals Submitted.

GENEVA, June 20th.
The Tripartite Naval Armaments Limitation Conference has opened. Mr. Hugh Gibson, of the United States, was appointed president.

Each Power submitted proposals as a basis for discussion.
The American proposal was that the cruisers of the United States and the British Empire should be from 250,000 to 300,000 tons, and of Japan from 150,000 to 180,000 tons, and as for other craft the limitations of total tonnage should be as follows:—

Destroyers, U.S. and Britain, 200,000 to 250,000 tons; Japan, 120,000 to 150,000 tons.

Submarines, U.S. and British, 60,000 to 90,000 tons; Japan, 30,000 to 54,000 tons.

The United States were willing to agree that all the Powers abolish submarines.

Japanese And British Proposals.

The Japanese proposal was, first that no new building programme should be adopted as to new ships acquired for the purpose of increasing naval strength; secondly, that the naval strength of each Power shall be determined for surface auxiliary craft and submarines respectively on a basis of the tonnages of the existing effective ships and ships under construction, taking into consideration the tonnages of ships authorised but not yet laid down, and ships attaining the age limit during the execution of the authorised programme; thirdly, that construction or acquisition of ships in future be limited to replacements, due consideration being given to the equilibration as far as possible of the amount of the annual constructions for replacements; and fourthly, small ships and ships of limited activity should be exempt from limitation.

The British proposal is to extend the life of existing capital ships to 26 years; to reduce future battleships from 35,000 to something under 30,000 tons, and their guns from 18 inch to 13.5; to limit aircraft carriers to 25,000 tons and their armament to 6-inch guns; to accept the existing ratio of 10,000 ton cruisers carrying 8-inch guns, the number of them required by each of the three countries to be subject to discussion; to limit future light cruisers to 7,500 tons and 6-inch guns, after the number of 10,000 ton ships has been decided; to limit destroyer leaders to 1,750 tons, destroyers to 1,400 tons, the armament of destroyers to be 5-inch guns; and to limit submarines to 1,600 tons and the smaller ones to 600 tons, each class to carry 5-inch guns.

The British proposals fix the life of an 8-inch gun cruiser at 24 years, of destroyers at 20, and submarines 15.

Mr. W. C. Bridgeman (First Lord of the Admiralty), making a speech in which he thanked President Coolidge for the invitation to the conference, mentioned that the Admiralty proposals were actually in Mr. Baldwin's hands before the invitation was received.

France And Italy.

He regretted that France and Italy were absent. The time was ripe for an extension of the Washington principle of limitation, and he thought the conference would be successful if each country frankly stated what naval force it wanted, and why, based on purely defensive considerations.

He defined the British Empire's position according to the following factors:—

First, the insular position of England, dependent on raw materials and food for her very existence, and a free passage of the seas, which rendered a discussion of naval disarmament more difficult for her than for any other nation; secondly, the length of the trade routes; and thirdly, the extensive coast line of the Empire and the long lines of communication to be protected.

For The British Empire.

Mr. Bridgeman emphasised that he spoke with the consent of the Dominions representatives, and whatever treaty might result from the conference should be made in the names of the heads of the States, the participation of the several parts of the Empire being shown by appropriate geographical entries in the list of plenipotentiaries.

The object of the British was economy, but he made a reservation, namely that owing to the position of British in relation in Europe it was necessary to guard against an increase of naval strength on the part of non-signatories to any agreement relating to the United States, Japan, and the British Empire, therefore, provision for reconsideration would be needed; but he hoped that the European Powers would adhere to the agreement.

Message From President Coolidge.

Mr. Gibson prefaced his speech with a message from President Coolidge, declaring that the President was only interjecting the overwhelming sentiment of the American people in stating that the United States would do its utmost to make an agreement possible. Mr. Gibson added that it could be assumed that the conference started in agreement on the following points, namely:—

That in the interest of international understanding there should not be any competition between the three Powers on naval armament.

Their respective navies should be maintained at the lowest level compatible with national security, and should never be of a size or character to warrant suspicion of aggressive intent.

Future construction should be kept at the minimum.

The methods and principles of limitation set down by the Washington Treaty should be extended to all categories of combatant vessels of the three Powers.

No Threat.

Mr. Gibson said that the United States had no intention of maintaining force as a threat to any Power, and did not desire to initiate a competitive programme.

The American suggestions were based on the following considerations; that the ratio and principles of the Washington Treaty should be applied to cruisers, destroyers and submarines, and any agreement by the three Powers to limit the building of auxiliary vessels should be coterminous with the Washington Treaty, and contain a provision respecting revision in the event of an extensive building programme by a Power not a party to the agreement.

For the purpose of future limitation the auxiliaries should be divided into four categories, three of which, namely, cruisers, destroyers, and submarines, should be subject to limitation, with a fourth class of negligent combatant value not subject to limitation.

The cruiser class should include surface combatant vessels of 3,000 to 10,000 tons; the destroyer class to include all surface combatant vessels of 600 to 3,000 tons of a speed above 17 knots.

Relative Adjustments.

The United States would recognise that naval requirements were relative, and if these limits were adjusted for one Power they should be so adjusted for all.

Mr. Gibson declared that if any Powers proposed lower tonnage levels for auxiliary craft, the United States would welcome them, as it would obviate the scrapping of comparatively new vessels of one class with simultaneous building in another class. He added that the question of abolition of submarines must be universal among all the naval Powers in order to be effective.

After Viscount Saito had made a speech on the Japanese proposals, the conference adjourned.

The executive committee will meet to-morrow, and divide the work of the conference, the next plenary meeting of which will depend on the progress of the committee at work.

Japan's Requirements.

Tokyo, June 20th.
Mr. Okada, the Navy Minister, made a statement that it was absolutely necessary for Japan to keep as many auxiliary vessels as would be sufficient for the security of her commerce in times of peace or war, because she was dependent on foreign countries for raw materials.

The auxiliary ships which were to be completed at the end of 1923, and the replacements of auxiliaries approved at the last session of the Diet, represent the minimum requirements.

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the snow covered
North West as
background!

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Scenes you will
never forget!

Photography that
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and "The Pony Express," but we like this best of all.

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WALLACE BEERY,
ERNEST TORRENCE

in
THE PONY EXPRESS

STAR

AVIATION.

TEXAS TO HONG KONG.

CONDITIONS OF THE FLIGHT.

Reference has previously been made of the trans-Pacific flight from Dallas to Hong Kong, via Manila, which is to take place for a prize of \$25,000.

Among the entrants are Lieutenants Ben Stern and Jess Windham, of Memphis, Tenn.

The distance between Dallas and Hong Kong is approximately 8,000 miles. The airline distance from Dallas to San Francisco, the first lap of the flight, is approximately 700 miles. Steamer routes for the other laps are: San Francisco to Honolulu, 2,100 miles; Honolulu to Manila direct, 5,000 miles; Manila to Hong Kong, 628 miles. The route taken by the flyers, however, would probably total something less than steamer routes.

Trip To Hong Kong Held To 44 Hours.

The following United Press message appears in the Manila Times:—

DALLAS, Texas, June 15th.
Competitors for the \$25,000 Easterwood Prize must fly from Dallas to Hong Kong in 44 consecutive hours.

This condition was stipulated to-day when it became known that one flier was planning to take an unlimited length of time. W. Easterwood, donor of the prize, announced that he had formally deposited the \$25,000 with a local bank, together with the conditions for its payment.

The flight must be completed by September 15th. Only three stops are permitted between Dallas and Hong Kong. The first is San Francisco, the second, Honolulu and the third, either Guam or Manila. If the flier lands in Guam, he must make the next hop all the way to Hong Kong.

On enquiry yesterday with regard to the Dallas to Hong Kong air flight we were informed that so far no arrangements had been made for the reception of the aviators, and it is not known when they are likely to arrive.

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[A.P.B.]

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Coates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

FOKKER AIR YACHT STARTS WORLD TRIP.

BALTIMORE PUBLISHER
LEAVES FROM
HOLLAND.

A United Press message in the Manila Times reads:—

AMSTERDAM, June 15th.
Van Lear Black, publisher of the Baltimore Sun, left to-day in his Fokker air yacht for a trip around the world.

Accompanied by a valet, two pilots and a mechanic, he will make his first landing in Budapest. Stops are planned in the Balkans, Near East, India and Batavia. He expects to visit more than 15 countries and may include several cities in Australia. He intends to follow the customary routes, touching at Singapore, Port Darwin and Thursday Island. He will fly north, landing in Manila, Shanghai and Tokyo. He predicted that travel by "air yacht" would become popular within a few years.

AIRSHIP FLIGHT.

ROUND THE WORLD WITH
ONLY THREE STOPS

A United Press message to the Manila Times reads:—

BERLIN, June 15th.
Dr. Hugo Eckener, head of the Zeppelin Dirigible Company, announced that the first airship for the Seville-Buenos Aires route would be completed this year.

Dr. Eckener was the chief pilot of the ZR-3 when it crossed from Friedrichshafen to Lakehurst, New Jersey. It was later christened the "Los Angeles."

He said that he would take the Spanish airship around the world before delivering it to the company, which will operate the Seville-Buenos Aires line. He will make only three stops: one in Radea, probably along the Pacific coast of Siberia; the second in California; and a third in Lakehurst, New Jersey.

Summer Underwear



Morley's India Gauze Vests with button Fronts and Half sleeves or athletic necks and Quarter sleeves. Cool, absorbent and wash well. From \$2.25 each.

Super-quality mercerised Bombax Cotton. Extra light weight in both styles, as above. From \$4.75 each.

Aertex Cellular Vests, pull-over style or open-all-down. Light weight cloths. From \$3.75.

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ALEXANDRA BUILDING. DES VOEUX ROAD

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Or is more comfortable
than a Straw Hat.

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STRAW HATS

has just arrived from Europe.

Prices
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RIGAUD, 16 RUE DE LA PAIX, PARIS.
NEW STOCK OF FRENCH PERFUMES.

"UN AIR EMBAUME"

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Grand Model.

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Our India Gauze Underwear is specially made for and is famous throughout the EAST.

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In AERTEX Underwear you will enjoy complete protection when the sun is chary of showing his face, and on those scorching days when his shyness is forgotten, a chill-free coolness that may well be the envy of your perspiring fellows.

POPULAR PRICES.

GENT'S OUTFITTING DEPT.
WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

THE 2ND BORDER REGT. AT TIENTSIN.

WARM WELCOME BY EUROPEAN RESIDENTS.

EVERYTHING READY FOR THEIR ARRIVAL.

TIENTSIN, June 10th.

The second battalion of the Border Regiment arrived at Chinwangtao yesterday morning on board the transport *Hermione* and entrained at once for Tientsin in two trains. The first train carried the whole of the troops, over 800 men, and the second train brought the various stores and heavy equipment.

The train carrying the troops arrived at Tientsin East Station about 2.40 yesterday afternoon and were greeted by the Colonel Commandant of the British Forces in North China (Colonel R. M. Heath, C.M.G., D.S.O.) and staff officers. There were a good number of British residents at the station to see the incoming troops whose physique and soldierly bearing was much admired. Despite the great heat of the day and the long and tiresome train journey the troops looked fit and well, and turned out so promptly that within some seven minutes of the train's arrival they were on the platform ready to march away. Detraining was carried out in the usual smart fashion for which the British army is always distinguished.

The March To Billets.

In the square outside the railway station the band of the East Yorkshire Regiment was drawn up ready to play their new comrades into the town of Tientsin.

The incoming regiment soon marched off with the band of the East Yorkshires playing inspiring martial music. As the regiment marched up the Rue de France and Victoria Road the windows of the shops and houses were filled with interested spectators, whose admiration for the fine bearing of the men in the great heat, loaded as they were with full equipment including packs, was outspoken. The new regiment's own band came behind that of the East Yorkshires although they did not play.

The troops proceeded straight up Victoria Road, down Meadows Road, and Taku Road, to the compound of Liddell's Building where they assembled prior to being told off to their billets in the huge godown there.

The troops quickly settled down comfortably and were soon able to have a wash and a drink of tea. Excellent arrangements had been made for their comfort under the direction of the East Yorkshires and their own advance party. Temporary washhouses, with an abundance of water taps, and kitchens had been erected ready for their use.

HANKOW'S WOUNDED "HEROES."

ATTACK ON THE GARRISON.

"We are wounded soldiers—martyrs of the Revolution. We have fought and risked our lives for our country. What justifies your shooting us? If you like to use your guns, why don't you go to the war front and kill the enemies as we did?" Such were the words shouted to the Hankow Garrison troops by a number of furious wounded soldiers one night, when the latter were again found to be making mischief at Tung Shan Li in the vicinity of the Nanyang Brothers Tobacco Company. The wounded troops bent on destruction and killing, went to the Garrison headquarters at about midnight and challenged the guards to fight them, seeking revenge for an earlier affair at Sze Chang Li. They were armed with bombs, pistols and iron rods and attempted to storm the Garrison, says the *Hankow Herald*.

Seven rifle shots were fired into the air by the garrison troops. This proved to be effective in scaring the unruly men away, as the latter all turned back and ran for their lives at the first shot. No casualties have been reported from the disturbance.

Tung Shan Li is another of the red light districts in the Chinese city. It is understood that wounded soldiers have been frequenting this place and have come into conflict with the police and garrison troops there almost every night.

Sing Song, Girl Murdered. Another case of disturbance created by wounded soldiers is reported by the Chinese Press, which says that about a score of troops armed with pistols raided a singing girl house. One of the girls, the report says, was stabbed and killed.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

1.—Memo. No. 1073.

The following notification in the *Hong Kong Government Gazette* are repeated for the information of all ranks:—

The *Hong Kong Government Gazette* of May 27th, 1927:—No. 319. The following persons, that is to say:—

Bishan Singh,
A. C. Botelho,
D. A. Goodwin,
F. C. Mow Fung,
A. F. B. Silva-Netto,
Sirdar Khan,
G. G. N. Tinson,
S. W. Tso.

having offered their services, and it appearing that other persons are desirous of joining as members of the Police Reserve Force, H.E. the Governor has been pleased to accept the services of the said persons above named, and they are hereby formed into the Hong Kong Police Reserve under the Hong Kong Police Reserve Ordinance, 1914.

H.E. the Governor has been pleased to direct that the Hong Kong Police Reserve formed as above shall be open to other persons desiring to join as members.

The *Hong Kong Government Gazette* of June 17th, 1927:—No. 366.—H.E. the Governor has been pleased to make the following appointments under section 5 (1) of the Hong Kong Police Reserve Ordinance, 1914, Ordinance No. 27 of 1914:—

To be Adjutant, with rank and title of Deputy Superintendent of Police (Reserve)—George Bibby Hartford, D.S.O., Commander, Royal Navy, (Detd.), Justice of the Peace.

To be Honorary Commissioner of Police (Reserve)—T'so Seen Wan, LL.D., Justice of the Peace.

To be Assistant Superintendent of Police (Reserve) and be in command of the Chinese Company, Hong Kong Police Reserve—Frederick Charles Mow Fung, Justice of the Peace.

To be Medical Officer, Police (Reserve), and be attached to the Chinese Company, Hong Kong Police Reserve—George Harold Thomas, M.D., B.S.

The following have enrolled in the Chinese Company and are posted respectively as under:—

2.—Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:—

NO. 1 SECTION.

Constable R. 4. Chow U Ting.
" R. 5. Wong Shiu Pun.
" R. 6. Edward Mow Fung.
" R. 7. Ng Kai Wing.
" R. 10. Edward Way.
" R. 11. Pang Kwok Sui.
" R. 14. Harry Loo.
" R. 17. Leong Yue Sang.
" R. 18. Hwang Hong Yeh.
" R. 19. Ng Kai Chun.
" R. 20. Pang Kwok Fatt.
" R. 27. Chan Wai Liong.
" R. 30. Ma Ping Wa.
" R. 33. Johnson Sim.
" R. 38. Chang Sam Chong.
" R. 43. T'so Chi On.
" R. 44. Tsung Koon Shing.
" R. 50. Man Tsung.
" R. 53. Hon Yan Lam.
" R. 21. Luk Pui Hing.
" R. 24. Kwok Ching.
" R. 35. Yuen Kwok Yan.
" R. 46. Thomas Yip.
" R. 48. Yu Man Cho.
" R. 55. Chan Shiu Wo.
" R. 12. Diam Siu Kan.
" R. 13. David Fook.
" R. 15. Ow Yeung.
" R. 16. Chung Man Lu.
" R. 23. Ho Shit Yu.
" R. 25. Tsui Kwong Kong.
" R. 26. Tsui Tung.
" R. 32. Duncan Kwong Lee.
" R. 39. Charles.
" R. 42. Poon Ping Kong.
" R. 45. Wm. Goon Ham.
" R. 49. Pau Yuk Ming.
" R. 51. Chan Kun Ying.
" R. 28. Tsui Keng Chau.
" R. 47. Li Cheung Hing.
" R. 54. Tsan Yung.
" R. 56. Cheng Shuk Kit.

NO. 2 SECTION.

" R. 8. T'so Taun On.
" R. 12. Diam Siu Kan.
" R. 13. David Fook.
" R. 15. Ow Yeung.
" R. 16. Chung Man Lu.
" R. 23. Ho Shit Yu.
" R. 25. Tsui Kwong Kong.
" R. 26. Tsui Tung.
" R. 32. Duncan Kwong Lee.
" R. 39. Charles.
" R. 42. Poon Ping Kong.
" R. 45. Wm. Goon Ham.
" R. 49. Pau Yuk Ming.
" R. 51. Chan Kun Ying.
" R. 28. Tsui Keng Chau.
" R. 47. Li Cheung Hing.
" R. 54. Tsan Yung.
" R. 56. Cheng Shuk Kit.

3.—Appointments.

The following appointments have been made in the Chinese Company will effect from June 16th, 1927:—

Constable R. 4. Chow U Ting to be Sub-Inspector i/c No. 1 Platoon.

Constable R. 8. Edward Mow Fung to be Sub-Inspector for duty as Equipment Officer.

Constable R. 5. Wong Shiu Pun to be Cr. Sergeant.

Constable R. 25. Tsui Kwong Kong to be Lance-Sergeant (No. 2 Section).

Constable R. 7. Ng Kai Wing to be Lance-Sergeant (No. 1 Section).

4.—Parades.

All ranks of the Chinese Company will parade at the Central Police Station every Tuesday and Thursday at 5.30 p.m. sharp, until further notice, for Squad Drill under the direction of Miss Violet Andrews.

The orchestra will play every evening during dinner, with the exception of Sunday evening.

at the Police Training School will be discontinued for the present.

5.—Uniform.

Uniform and equipment are now being issued to all ranks of the Chinese Company; those who have not received same will apply to the Equipment Officer.

By B. HARTFORD, D.S.P. (R.), Adjutant.

Hong Kong, June 21st, 1927.

"THE THUNDERING HERD" AT THE QUEEN'S.

BUFFALOES AS FILM STARS!

[BY OUR FILM CRITIC.]

"The Thundering Herd" which is being shown at the Queen's today is another of the "Covered Waggon" series produced by the Paramount company. Films like this, in which the drama is played on the open plains, have a fascination which is wanting in the regular studio output. They base their appeal on what was the original appeal of the cinema, the cowboy and Indian, adventure story. "The Thundering Herd" is far less crude than the early cowboy stories, though it has many of the same elements. The story which is very slight and unfortunately rather confused is subordinated to the setting. In fact the main interest lies, as it was evidently intended to lie, in the buffaloes. These are, we think, new film "stars" and they are certainly both impressive and interesting. As a picture of the prairie "The Thundering Herd" is perhaps the best film yet produced—one gets even more than in the "Covered Waggon" the atmosphere of great spaces, desolate save for buffaloes and nomadic Indians. There is some magnificent riding in the film and the photography is everywhere excellent.

The hero is played by Jack Holt who although he is not the equal of the famous stars is competent and pleasant to look upon. As the ill-treated heroine Lois Wilson is a pretty and appealing figure and Noah Beery is a most convincing villain.

HEALTH OF THE COLONY.

VERY SATISFACTORY EXCEPT FOR ENTERIC.

The health returns for the week ending last Saturday were most satisfactory, except for six cases of enteric, five of which ended fatally. One case was British the others Chinese. There was one fatal case of small-pox, and one death from influenza.

One case of diphtheria (Dutch) and one case of scarlet fever (Chinese) were also notified. On Monday another case (Chinese) of enteric was reported.

SAIGON RICE MARKET.

PRICES UNCHANGED.

The Compagnie de Commerce & de Navigation d'Extrême-Orient, in their report on the rice market, dated Saigon, June 14th, state: The demand from Shanghai has ceased and our market is much easier but the prices are practically unchanged.

Nothing to report concerning broken and rice meal, the available stock being rather small.

The total amount of rice exported from January 1st to May 31st, 1927, is 771,740,629 tons against 692,350,917 tons in 1926.

We quote to-day white Saigon rice No. 1 25 per cent. broken round grain: Hong Kong \$7.85 per picul of 134 lbs. f.o.b. Saigon; 13s. 4d. per cwt. f.o.b. Saigon; Yen 8.65 per picul of 134 lbs. f.o.b. Saigon.

White Saigon rice No. 2 sifted Japan quality: Hong Kong \$7.23 per picul of 134 lbs. f.o.b. Saigon; 12s. 4d. per cwt. f.o.b. Saigon; Yen 7.85 per picul of 134 lbs. f.o.b. Saigon.

For June/July shipment.

A NEW ORCHESTRA.

Patrons of Messrs. Lane, Crawford's Restaurant will be able to enjoy their dinner at this popular rendezvous from next Saturday (June 24th) to the strains of the latest orchestral and dance music.

This will be provided by the new and talented orchestra of six performers, who will appear under the direction of Miss Violet Andrews.

The orchestra will play every evening during dinner, with the exception of Sunday evening.

at the Police Training School will be discontinued for the present.

6.—Uniform.

Uniform and equipment are now being issued to all ranks of the Chinese Company; those who have not received same will apply to the Equipment Officer.

By B. HARTFORD, D.S.P. (R.), Adjutant.

Hong Kong, June 21st, 1927.

KAIPING COAL FOR ALL PURPOSES



HOME,
FACTORY
AND
BUNKERS

POW-
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

CAFE- RESTAURANT PARISIEN

TIFFIN COUPONS

IN BOOKS.

15 for \$13.50

30 for \$27.00

NOW OBTAINABLE

FOR CASH.

THE HONG KONG GROCERY

Constant Fresh Supplies of
Provisions, Soap,
Confectionery, etc.

FRENCH—BRETEL—BUTTER

\$1.10 per tin.

10, Ice House Street. Phone C.5211.

AU CHIC PARISIEN

*Madame Flint

LATE-T PARIS CREATIONS,
HATS, DRESSES, GOWNS,
COATS, etc.

FINEST MILLINERY, FANCY
GOODS & PERFUMERY.

DRESS MAKING
Prompt & Satisfactory Service

LADIES' BEAUTY PARLOUR PARISIANA

EFFICIENT WORK AT
MODERATE CHARGES.

Pedder Building. Phone C. 599.

AT "THE BETTER 'OLE'."

LAST NIGHT'S CONCERT.

Another of a long series of concerts for service men was given in the "Better 'Ole' Y.M.C.A., Peking Road, last night. The concert, which was under the auspices of the Y.M.C.A. Entertainment Subcommittee, was organised by Mr. Donnithorne. There was as usual a very large attendance. The programme was as follows:—

One Step—

"To make me happy Monday, just give me my Sunday."

Cal de Voll.

Romance—"Harvest Tide"

Eugene Kaeuffer.

SAXAPHONE ENSEMBLE.

Under the leadership of Mr. D. Smith Hill, Messrs. Donnithorne and Shaw, Messrs. S. Gray, C. H. Miles, J. H. Shaw, F. C. Clemo, H. Middleton and H. R. Major.

Song—"The Admiral's Broom"

Frederick Bevan.

Song—"The Sea Road"

Haydn Wood.

Mr. T. G. PATTERSON.

Comic Song—"Good Night No. 1"

C. W. Murphy.

Comic Song—"Potted Poetry"

Mr. V. C. LABREY.

Song—"Softly Wakes my Heart"

C. Saint Saens.

Song—"O Sole Mio"..... Martelli.

Mrs. A. F. REYNOLDS.

Value—"Along Miami Shore"

Harry Warren.

Foxtrot—"Who?".....Jerome Kern.

SAXAPHONE ENSEMBLE.

Sketch—"Where There's a Will"

Characters: Mrs. Doonuch, C. Munro; Mr. Doonuch, Mr. W. E. Price; Mr. Frendleigh, Mr. G. G. Stapani Thomson.

One Step—"When my Shoes wear out from walking, I'll be on my feet again"

Ed. Schraeder.

Reverie—"Golden Sunset"

George A. Finder.

SAXAPHONE ENSEMBLE.

Comic Song—Selected.

Comic Song—Selected.

Mr. J. GREENHAM.

Song and Dance—"I Wonder where my Baby is to-night"

Miss DOROTHY HENDERSON.

Banjo Solo—Selected.

Mr. J. DAVIDSON.

Song—"Bedouin Love Song"

Ciro Pinsuti.

Song—"Captain Mae"

Wilfred Sanderson.

Mr. S. GRAY.

One Step—"On the Riviera"

Paul Van Loan.

Foxtrot—"The More We Are Together"

Irving King.

SAXAPHONE ENSEMBLE.

AT THE "CHEER-O."

At the "Cheer O" Y.M.C.A. last evening there was an excellent impromptu concert arranged by Mrs. Shields. The concert was well attended and the Servicemen themselves joined in giving various numbers.

PUBLIC'S ASSISTANCE REQUISITIONED.

IN CONNECTION WITH PEDDER STREET JUNCTION TRAFFIC TESTS.

A traffic notice published in our advertisement columns requests that drivers and pedestrians will co-operate generally in giving what assistance they can to the traffic police in connection with the tests being carried out at the junction of Pedder Street and Des Voeux Road Central.

Particulars of the new signalling device have already appeared. There are to be added to the warning post and danger light already installed two white lines running from North to South and from East to West, the idea being that all traffic, both vehicular and otherwise will circulate on the left, pedestrians to keep between the lines in the same manner as vehicles.

When the lines are down, two Police officers will temporarily be on duty there with a view to assisting the public into their use, and to see that the rules are observed. The pillar and light attract the driver's attention to the warning "keep to the left" notice even in the daytime and at night will be even more valuable.

If this experiment in the matter of traffic control proves a success, the scheme will be extended to other busy centres.

Among the passengers arriving here by the s.s. *President McKinley* from Shanghai were the following:—

Mr. P. S. McGrath, President of the U. S. Ship Co. of Manila, with Mrs. McGrath and their daughter.

GOVERNMENT OFFICE SUR- ROUNDED.

PETITIONERS FIRED UPON.

ONE KILLED AND SEVERAL
WOUNDED.

A NEW WAY OF GETTING
PLANS APPROVED.

[FROM OUR CHINESE CORRESPONDENT.]

One of the arguments being advanced in Canton against the tax on luxuries, which, in effect, means a tax on almost every article of necessity, is that if the tax is continued the people will prefer to do their shopping in Hong Kong or Macao instead of in Canton. To support the argument the Hong Kong returns of arrivals and departures are being quoted, and it is pointed out that Chinese are going in steadily increasing numbers to Hong Kong. That is perfectly true but as the arrivals are in excess of the departures by a considerable number of thousands it would seem that many of those who go to shop decide to stay.

Several hundred members of the Glass Workers' Union spent several sleepless nights in front of the Bureau of Agriculture and Labour during the week ending June 18th in an attempt to interview the officials against whom they had a grievance. At last the guards at the Bureau fired and killed one of the petitioners and wounded many others. The officials responsible for the firing have made good their escape from Canton.

A somewhat amusing incident—at any rate as far as the onlookers were concerned—occurred at the Municipal Department of Public Works. One of the members of the staff appears to have been very slow in approving certain plans and applicants were kept waiting a long time. Growing angry over continued delay, one of the designers of a building at last sought the aid of a militiaman from the Whampoa Academy. This warrior decided that he would stir matters up in proper style and descended on the P.W.D. office and started using his fists upon everyone who happened to be in his way. He very quickly made his way to the Commissioner when a battle royal was expected for the Commissioner, Mr. Henry A. Pankoe is an athlete of reputation and once was the best pitcher in a Honolulu baseball team. However nothing exciting happened for the Commissioner settled matters by taking his irate visitor off to luncheon. As will be seen militiamen still rule the roost in Canton.

A large quantity of "Red" literature seized during the raids of the past two months was publicly burned in Canton on Saturday.

Among Canton's organisations is an artists club for Chinese who practise or are interested in the Western style of oil and water colour painting. This Club will hold its annual exhibition on July 3rd under the patronage of some of the most influential residents.

Canton merchants are now considering whether they dare exclude from all posts in their organizations persons who are also in Kuomintang employment. Merchants holding Kuomintang and trade guild appointments at the same time are not ideal advocates of the Merchants' cause in cases of dispute. The Canton Merchants' League has been unable to oppose the Kuomintang luxury tax, simply because the officials of the League are also officials in the Kuomintang Treasury.

To oppose further exploitation on behalf of war funds, the Canton property-owners are proposing to organize an association of their own. During the last two years, nearly one-third of all rentals collected had to go to the Kuomintang war chest.

The Canton Administration now raises from the stamp tax each month nearly half a million dollars. Last May, some \$401,312.86 was secured from this source.

(Continued at foot of next column.)

"NOT GUILTY."

KOWLOON MURDER CASE.

VERY LITTLE EVIDENCE
AGAINST ACCUSED.

The case in which a young Chinese was charged with the murder of a Chinese woman in the Kowloon City district on April 6th, was concluded at the Supreme Court yesterday afternoon, before the acting Chief Justice (Mr. Justice J. R. Wood).

Mr. H. Somerset Fitzroy appeared for the Crown, and Mr. F. C. Jenkin defended.

The unusual feature of the case was that the murdered woman had eighty wounds.

After the evidence for the Crown had been concluded, considerable time was taken in legal argument. Defence claims no case for the jury.

Addressing the Court in the afternoon, Mr. Jenkin dealt at length with certain Crown evidence which he claimed was not admissible. He submitted that all evidence of the Chinese witnesses was inadmissible because they were affirmed without preliminary enquiry by the Court with regard to Section 46 of the Evidence Ordinance.

His Lordship ruled against Mr. Jenkin on this point.

Continuing, Mr. Jenkin said that prisoner's answer in reply to the charge was negative in character, and was a denial of complicity in the matter. All that prisoner had admitted was that he was present part of the time during which the crime was committed, but when they had said that they had said everything that was in the statement prisoner made. Prisoner had stated that he had nothing to do with the murder, but that another man hacked this unfortunate woman. The evidence of presence during the commission of the crime was not evidence of complicity in the crime.

Mr. Jenkin proceeded to quote authorities on the subject and said that a man being present did not make him a principal, nor was he liable because he failed to apprehend the felon, or felons.

The evidence of the Crown fell very far short of proving actual participation in the act.

Proceeding, Mr. Jenkin said the only evidence against the prisoner was that on his garments were found, as the Doctor had stated, some very slight traces of blood. The doctor was unable to say what this blood was. He asked the jury to remember the cleanliness of the garments except for the few spots of blood, and to bear in mind the evidence of Inspector Dorling that the cubicle was spattered with blood and the walls were stained to a height of three feet. The woman had a matter of eighty wounds, and some of these were of such a nature that the blood would spurt. Bearing this in mind, was there any evidence to allow the case to go to the jury? He did not think the jury could consider these garments as evidence of complicity in this crime.

Final Stages.

His Lordship said he did not wish to indicate at this stage what the evidence amounted to, but he thought he would let it go to the jury.

Mr. Somerset Fitzroy then made a brief reply for the Crown, and His Lordship summed up.

The jury, after a retirement of 19 minutes, returned a verdict of "Not Guilty."

Prisoner was then discharged. Another Chinese, alleged to have been involved in the murder of the woman in question, is to be tried to-morrow.

Mr. C. T. Yeh, O.E., a graduate of several American universities, commenced his duties as managing director of the Chinese Section of the Canton-Kowloon Railway last Monday.

The Hackett Medical College for Women, the St. Hilda's Girls' School, and several other British and American managed institutions in Canton, closed for the summer holidays last Monday and Tuesday.

Most of the Christian Mission schools for boys had to suspend before the summer, but those for the girls were able to remain open showing that the Chinese girls have not been very much affected by the teachings of the Soviet Mission and their camp followers.

THE 'LEUNG KWONG' DISASTER.

EVIDENCE ABOUT THE
LOCKED GRILLES.

THE NO. 1 INDIAN GUARD
TELLS HIS STORY.

The enquiry into the circumstances resulting in the fatalities following the collision between the *Leung Kwong* and the steam launch *Moonshine* in the Cap Sui Mun Pass on May 9th, was resumed at the Central Magistracy yesterday morning, before Mr. R. E. Lindell, sitting as Coroner, with a special jury comprising Messrs. F. C. Hall (foreman), W. Logan and J. E. Joseph. The Harbour Master (Lieut. Comdr. G. F. Hole, R.N.) was also on the Bench.

It will be recalled that about 150 lives were lost, including the Chief Officer (Mr. F. E. A. Martin) and the Chief Engineer (Mr. Donaldson). Most of the victims were steerage passengers.

Yesterday, evidence was given by the No. 1 Indian Guard of the *Leung Kwong* on the matter of the locked grilles; and the enquiry was ultimately adjourned until this afternoon.

Mr. T. G. Bennett is appearing for the owners, coxswain, and crew of the *Moonshine*; Mr. G. K. Hall Brutton for Captain Wilson of the *Leung Kwong*, and also for Mrs. Martin, widow of Mr. F. E. A. Martin, who was drowned; and Mr. G. S. Hugh Jones for the owners of the *Leung Kwong*.

Dr. Alexander Cannon, medical officer in charge of the Victoria Mortuary, gave evidence of holding a post mortem on May 13th on the body of a European male dressed in the uniform of an officer in the Mercantile Marine. The remains, he said, were too decomposed for him to establish the cause of death.

Indian Guard's Story.

The No. 1 Indian Guard of the *Leung Kwong* said that he had worked on board for 3½ months prior to the sinking of the ship. It was his duty to keep the keys of the grilles. On May 9th the *Leung Kwong* left her wharf on the Praya at 6.45 p.m. Witness locked the grilles fifteen minutes before the ship left the wharf. One of the grilles was situated at the top of a ladder leading from the 'tween deck to the upper deck. This was in three divisions and each section had a separate lock. The witness locked all these. In the after house the witness locked another grille at the top of a ladder on the 'tween deck leading down to the lower deck. This grille had a manhole large enough for one man to pass through at a time. As the ship was leaving harbour witness was on duty on the upper deck and another guard kept watch in the second class compartment on the 'tween deck. Four other guards were off duty in their quarters in the middle part of the upper deck. At the time of the collision the *Leung Kwong* was in Capsicum Pass opposite the white light. The witness thought the ship was between 10 to 15 paces away from the white light. Land on the other side was very far away.

Two Blasts.

Just before the collision witness heard two blasts sounded on the *Leung Kwong's* siren. The impact came immediately afterwards.

When the witness felt the shock of the impact he did not know whether the ship had struck a rock or had been run into by another ship. He did not see another ship in the pass before the accident. Immediately after the collision the witness unlocked the grille on the upper deck. As soon as it was opened, passengers began to come up to the top deck. The witness then started to go down to the 'tween deck to open the other grille, but he found the 'tween deck was flooded with water, so he returned to the upper deck and reported to the Chief Officer. The latter gave orders to lower one of the lifeboats, but it could not be worked free before the water reached the level of the upper deck. "Then the ship sank, and we started to swim," added the witness. After he had been some time in the water, the witness was picked up by a fishing boat.

After cross-examination of this witness, the inquiry was adjourned until this afternoon.

THE CASTLE PEAK TRAGEDY.

EXPERTS' EVIDENCE
TAKEN.

COUNSEL FOR DEFENCE
CROSS-EXAMINES.

CAUSE OF DEATH UNKNOWN.

When the preliminary hearing of the case against a Chinese, who is alleged to have murdered his wife on April 7th at Castle Peak and buried the body in a sand pit, was continued before Mr. R. E. Lindell, at the Central Magistracy yesterday, the Court room was crowded with Chinese. Several photographs were put in as exhibits by the prosecution, one of these showing the body of the deceased in a sitting position as she was dug out of the pit. A rope with a slip knot was around her neck. She was barefooted and one of the legs of her trousers was torn right up to the thigh. The unfortunate woman also had on a pair of bangles. The photograph showed that the woman was robust and unusually tall for a Chinese.

The husband in the dock was perfectly composed and listened attentively to the evidence. He remained absolutely silent. At times he blinked in a stupid manner, and winced when expert evidence given by Dr. Dovey touched upon the conditions of the deceased's heart and skin.

Mr. T. S. Whyte-Smith, Assistant Crown Solicitor, is conducting the prosecution, and the defence is in the hands of Mr. J. A. Gordon Leask, of Messrs. Geo. K. Hall Brutton & Co.

Li Wai, the brother of the deceased, said in evidence that he had not seen his sister for two years. The first he heard of her supposed escapade with another man was on April 21st, when defendant called on him and told him that his wife had run away. Defendant also produced a pawn ticket on which the name of one Choy Hing was written. Defendant said that he found the ticket in the house after his wife had run away, and concluded that the woman must have gone with Choy Hing.

Witness went on to say that defendant had given him no details of his domestic trouble. He had heard that his sister had trouble with her husband's concubine and that she had poured oil over her.

Cross-examined by Mr. Leask, witness said that he did not ask the defendant why his wife ran away from him.

Mr. Leask: Can you say that the deceased and her husband were not on good terms?—The trouble between the deceased and the concubine caused friction between husband and wife.

Mr. Leask: Do you know the man called Choy Hing?—No.

Mr. Leask: Who produced the pawn ticket?—The defendant did.

Mr. Leask: When was that?—It was on the second occasion when he came to see me. It must have been towards the end of April.

Mr. Leask: Was it on the same day that he mentioned something about poison?—Yes.

Mr. Leask: Did he mention any man's name?—He mentioned the name of Choy Hing.

Mr. Leask: In what connection did he mention the name? The defendant said that his wife had run away and in the house he had found a pawn ticket bearing the name of Choy Hing.

Mr. Leask: Did you know the defendant's wife well?

Mr. Lindell: What, his own sister?

Mr. Leask: Yes, Your Worship, it may sound strange.

Witness: I had not seen her for two years.

Mr. Leask: Was there any gossip about your sister?—No.

Mr. Leask: Have you approached the tenants residing in defendant's house about payments of rents?—No.

Mr. Leask: Have you written to defendant's tenants requesting them to pay their rents to you?—No, I cannot write.

Mr. Leask: Have you been to a firm of solicitors asking them to write to another firm of solicitors to say that the rents must be paid to you?—No.

(Continued on next Column.)

LEGISLATIVE COUNCIL.

TO-MORROW'S MEETING.

NEW TRAMWAY TRACKS.

At the meeting of the Legislative Council to-morrow the Colonial Secretary will propose a resolution authorising the Hong Kong Tramways Co. to construct approximately 145 yards of single track in Percival Street and an additional curve leading from Morrison Street into Connaught Road Central.

Other items on the agenda include the second reading of an Ordinance to amend the Public Health and Buildings Ordinance, 1903, and the second reading of an Ordinance providing for the incorporation of the Japanese Residents' Association of Hong Kong.

The Colonial Secretary will move the first reading of an Ordinance to authorise the appropriation of a supplementary sum of \$1,083,802.42 to defray the charges of the year 1926, and the Attorney-General will move the first reading of an Ordinance to protect the revenue of the Colony, which, as already announced, deals with the power of the Government to increase duties suddenly and secretly in anticipation of the passing of an Ordinance by the Legislative Council.

RIVER LEVELS.

KWANGTUNG CONSERVANCY
BULLETIN.

West River at Shuihing: June 19th, 14ft. 5ins.; June 20th, falling; highest level on record 41 feet; lowest on record 0in.

North River at Tsingyuen: June 19th, 10ft. 9ins.; June 20th, falling; highest level on record 23ft. 7ins.; lowest 0in.

North River at Samshui: June 19th, 8ft. 7ins.; June 20th, falling; highest level on record 27ft. 3ins.; lowest 5ft.

East River at Sheklung: June 19th, 8ft. 1in.; June 20th, 7ft. 4ins.; highest 15ft. 2ins.; lowest 3ft.

Body Shrunk.

Medical evidence was then given by Dr. J. E. Dovey, who said that on May 26th he went to Castle Peak with Mr. T. H. King and Inspector Lane. There he saw a body dug out of a sand pit. He made a post-mortem examination the next day at the mortuary, and found that the body appeared to be mummified. The fluid in the body had evaporated and the skin was in a leathery condition. There was no external evidence of injuries other than a groove around the neck. The rope which made the groove was tied around the neck with a slip knot. It would have been rather tight on a fresh body because the neck was shrivelled. Around the waist was another rope.

With regard to the organs, Dr. Dovey said that they were all mummified and shrivelled and presented no evidence of disease. As far as one could judge they were healthy prior to death, but it was impossible to judge the condition of the heart. There was also no internal or external evidence to show that the woman met her death by hanging. In this case, he said, there was nothing inconsistent with strangulation without hanging.

Cannot Fix Cause of Death.

In answer to Mr. Leask, Dr. Dovey said that he could not say how the woman had died.

Mr. Leask: You have examined the body and you found no cause of death?—Yes.

Mr. Leask: You found a rope around her neck and one around her waist, but could it be possible that the ropes might have been tied on after death?—Yes, quite possible.

Mr. Leask: Would there be any signs on the body after strangulation?—There would be in a fresh body, but after mummification set in, they disappear.

What are the effects of strangulation?—Marked congestion of the brain, face and eyes, and at the time of strangulation, hemorrhage from the mouth and nose.

Mr. Leask: Were there any of these symptoms in this case?—If there had been any, the mummification would have destroyed them.

Mr. Leask: Do you think that it was possible that she could have hung herself?—No, quite impossible. For all I can say, the woman may have died of heart disease.

Mr. E. R. Dovey, Government Analyst testified to examining the stomach and its contents and said that he had found no evidence of poison, and that there was no undue amount of phosphyd present.

Mr. Leask: What does strangulation produce? Strangulation produces asphyxia.

Mr. Leask: Well now, you get me and his Worship guessing.

Mr. Lindell: I am not guessing. I know.

At this stage the case was again remanded until Monday afternoon.

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HAVE THE FINEST
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SELECTION OF
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IN THE COLONY.

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THE NIGHTLESS CITY, OR THE HISTORY OF THE
YOSHIWARA YUKWAKU. By J. E. DE BROKER. 60
Illustrations. \$15.00
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RAFAEL SARATINI. \$2.50
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CHINA, THE FACTS. By Lt. Col. E. HENKIN. \$2.50
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SHORT STORY WRITING AND FREELANCE JOURNALISM.
By SYDNEY A. MOSLEY. \$2.50
THE NEED FOR EUGENIC REFORM. By Major LEONARD
DARWIN. \$2.00
THE HUMAN BODY. By Dr. TREVOR HEATON. \$5.00
ENGLISH BANKING METHODS. By L. L. MARGHANT MINTY. \$1.50
SEA-POWER IN THE PACIFIC. By HENRY O. RYAN. \$1.50
AN ASIAN ARCADE. The Land and Peoples of Northern Siam.
By ROBERT L. M. \$1.50
CHINESE POLITICAL PHILOSOPHY. By W. S. A. POE. \$4.75
THE CAMBRIDGE BOOK OF LESSER POETS. Compiled
by J. C. SQUIRE. \$2.40
A PAGEANT OF INDIA. By ADOLF WATZ. \$11.25

KELLY & WALSH, LIMITED.
THE BOOKSHOP.

NEW ADVERTISEMENTS.



TRAFFIC BEACON with continuous and flashing light has been installed at the junction of DES VŒUX ROAD CENTRAL and PEDDER STREET opposite the GENERAL POST OFFICE. All vehicles will reduce speed on approaching the Beacon. Vehicles proceeding slowly round the Beacon keeping left. As each vehicle reaches the Beacon it will work outwards so as to facilitate its progress down the required street without crossing any other vehicle.

Drivers of Vehicles and Pedestrians are earnestly requested to co-operate with the Police in carrying out these instructions to facilitate the movement of Traffic generally and in particular to avoid the danger of Accidents.

White Lines have been drawn on the Surface of the Roads to indicate Foot-passengers' Crossings. Foot-passengers should cross between the Lines and, on No Account, cross the Square diagonally.

CAPTAIN SUPERINTENDENT OF POLICE
Hong Kong, 21st June, 1927. [5059]

LANE, CRAWFORD'S
NEW ORCHESTRA.

UNDER THE DIRECTION OF
MISS VIOLET ANDREWS.

We have pleasure in announcing that a new and talented Orchestra of Six Performers has been engaged for our Restaurant.

Opening
Performance:
Saturday June 25th.

Commencing on SATURDAY,
JUNE 25th, the latest Dance and Orchestral Music will be played Every Evening (Sundays excepted) during Dinner.

LANE, CRAWFORD, LTD.

WM. POWELL, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of Messrs. LANE, CRAWFORD, LTD., Des Vœux Road, on WEDNESDAY, the 6th JULY at 12 o'clock noon, for the purpose of receiving the Report of the Directors and Statement of Accounts for the Year ending 28th FEBRUARY, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th JUNE, 1927, to the 6th JULY, 1927, Both Days inclusive.

By Order of the Board of Directors:
A. C. HOWELL,
Secretary. [5045]

NOTICE.

CHANGE OF ADDRESS.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE PUBLIC IS HEREBY NOTIFIED that on and after MONDAY, 20th JUNE, 1927, the Office of the above Company will be situated on the 6th Floor of PEDDER BUILDING, PEDDER STREET.

Telephone No. CENTRAL 2492.
By Order of the Board,
D. L. KING,
Secretary. [5046]

NOTICE.

TO ALL TO WHOM IT MAY CONCERN.—We, the undersigned, HEREBY give NOTICE on behalf of Mr. CHU KIN TUNG (朱錦棠) that the Power of Attorney given by Mr. CHU KIN TUNG (朱錦棠) to Mrs. WU PUI WAI (吳佩儀) and dated the 4th DAY OF SEPTEMBER, 1925, has been CANCELLED.

GEO. K. HALL BRUTTON & Co.,
Solicitors for Mr. CHU KIN TUNG,
St. George's Building,
Chater Road, Hong Kong.
Hong Kong, 16th June, 1927. [5084]

INTIMATIONS.

HONG KONG JOCKEY CLUB.
SUBSCRIPTION GRIFFINS.

THE Date for CLOSING the LIST of SUBSCRIBERS to the above has been POSTPONED to THURSDAY, 23rd JUNE, 1927, at 5 P.M.

By Order,
C. B. BROWN,
Secretary. [5038]

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAY VALLEY on SATURDAY, 24th JUNE, 1927, commencing at 3.15 P.M. The First Bell will be rung at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00, for all Persons in Lining Ladies, Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSEY & DAVIS at \$5.00 Each up to FRIDAY, 24th JUNE, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. [5044]

MACAO RACES.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) on SUNDAY, 3rd JULY, 1927, First Sighting Bell at 1.30 P.M. Entries CLOSE on 24th JUNE, at 8 P.M. Entry Forms obtainable from the SECRETARY, and at STABLES, HONG KONG JOCKEY CLUB.

By Order,
S. W. CHENG,
Secretary. [5054]

IN THE SUPREME COURT OF HONG KONG.

COMPANIES WINDING UP
No. 3 of 1926.

IN THE MATTER OF THE COMPANIES ORDINANCES 1911-1925

AND
THE RUSSO-ASIATIC BANK.

NOTICE OF DIVIDEND.

NOTICE IS HEREBY GIVEN that it is intended to declare A FIRST AND FINAL DIVIDEND in the above matter, and Creditors, WHO HAVE NOT ALREADY DONE SO, are Required on or before the 20th DAY OF JULY, 1927, to send their Names and Addresses, and the particulars of their Debts or Claims and the Names and Addresses of their Solicitors, if any, to the Official Receiver Supreme Court, the Liquidator in this matter, and are also required by their Solicitors or Personally to come in and prove their Debts or Claims at the Office of the Official Receiver, Supreme Court, between the Hours of 10 A.M. and 4 P.M. or in default thereof they will be excluded from the benefit of any Distribution made before such Debts are proved.

Dated this 17th day of June, 1927.

JOHN FLEMING, C.A.,
Special Manager,
c/o LOWE, BINGHAM & MATTHEWS,
3, Queen's Road Central,
Chartered Bank Building. [5035]

ROOMS: Hong Kong and Kowloon, Single, double, flats furnished, or unfurnished, Houses, Buildg. Lots for disposal. Satisfactory investments considered. Shares negotiated.

SMALL INVESTORS. TEL. C. 463.

HOUSE Required, cash purchase, present values, situated lower Stubbs, Kennedy or Bradwood Roads. Also Upper Peak Building 1st facing South overlooking Aberdeen.

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BARGAIN: Kowloon House, mortgage disposing, Repulse Bay Building Lot facing South, 100,000 Feet. Now's the time to buy, local property or shares.

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POSSIBLE partnership considered from responsible Chinese or Foreign Gentleman who, if accepted, will be instructed either for Hong Kong or Outport. HONG KONG SMALL INVESTORS, Ice House Street.

CHINESE LADY TYPIST under- standing Chinese. Translatory work and preferably speaking Pekingese required; previous experience preferred. Also Comrades with property and share experience.

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INTIMATIONS.

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No. 27, PEAK, LUGARD ROAD.

EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Living Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st—Apply: LINDSEY & DAVIS ALEXANDRA BUILDINGS. [4776]

TO LET Unfurnished. End October. Five-roomed HOUSE on the PEAK. Recently renovated. Moderate Rent. Apply Box 5031, c/o Hongkong Daily Press. [5031]

TO BE LET Furnished from 1st JULY, FOREBANK WEST, MAGAZINE GATE, THE PEAK. Six Rooms, Four Bathrooms, Modern Sanitation, Private Garage. Apply: F. M. CRAWFORD, c/o LANE, CRAWFORD, LTD. [505]

TO LET from FIRST JULY, 1927, No. 1, KELLET HOUSE, PEAK, Four Rooms, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Apply—Messrs. DEACONS, PRINCE'S BUILDING. [506]

SHOPS TO LET

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OFFICES TO LET

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PRINCE'S BUILDING, CHATER ROAD.

APPLY TO A. J. DAVID,

PRINCE'S BUILDING, CHATER ROAD. [505]

DEATH.

RIBEIRO.—At her residence, No. 228, Wanchai Road, on June 21st, 1927, at 12.55 a.m., Mrs. AUREA THEODORA RIBEIRO (née MEDINA), aged 27 years. Macao, Shanghai, Hankow and Tientsin papers please copy. [5057]

ANNOUNCEMENT.

The marriage of Mr. J. R. MACDONALD and Miss I. N. MC CONNELL, announced to take place in the Union Church at 11.00 a.m. on Thursday, the 23rd, has been postponed until 11.00 a.m. on Friday, the 24th inst. [5058]

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane,
Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 22ND, 1927

CO-OPERATION BETWEEN HONG KONG AND CANTON.

PARADES in celebration or commemoration of one thing and another are of almost daily occurrence in Canton, and there have been many rumours that a great demonstration arranged for to-morrow, the anniversary of the Shaki-Shameen shooting, was being engineered in such a way that trouble with the foreign community was bound to result. These rumours are inevitable. They are probably disseminated by those desirous of creating disturbances. But as far as can be gathered from diligent enquiry in responsible Chinese quarters there is no solid basis for them and it certainly may be taken for granted that if trouble did arise it would be entirely contrary to the desire, and to the definitely laid down policy, of the Canton officials. There is still an element in Canton City which would like to see a return of disorder and there are many agitators working towards this end, but the Government are against them and although the Government may not yet have had time to establish their authority firmly throughout the Province we believe they are quite strong enough to keep the unruly labour leaders in check. The order has gone forth, for example, that there shall be no armed parades and that no parades of any sort shall pass along Shaki, opposite the Shamene. If those orders are observed there is little cause to fear any untoward incident. Parading in the heart of the City with banners and perhaps a certain amount of cracker firing will do no harm to anyone.

The gathering of officials of the British and Chinese sections of the Kowloon-Canton railway on Monday may, we think, be regarded as a sign of the distinct improvement there has been during the past few months in the relationship between this Colony and Canton. Such a function would have been impossible last year. The railway has not been working normally for a very long time simply because of the lack of co-operation between the two administrations, and it was a happy idea which suggested a luncheon and a motor-drive through Canton to celebrate the end of the old misunderstandings. Arrangements have now been made for the first time in the history of the railway for British locomotives to take the express trains right through to the Canton terminus. It will mean a saving in time and it is hoped that this will lead eventually to increased traffic receipts to the benefit of the railway generally. Where the trading interests of two places are so closely associated as those of Canton and Hong Kong the only method of progress is through co-operation. That co-operation has been unfortunately lacking for the past two years to the detriment of both Chinese and British merchants, but there are many signs now of a better spirit, and we trust more prosperous times are ahead.

INTIMATIONS.

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"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

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SCOTCH WHISKY

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HONG KONG DISPENSARY. [50]

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The Nanking officials, as far as one can judge from their published statements, also appear to be actuated by the same desires as the Canton regime. We do not suggest that anti-foreign feeling is dead and buried but there seems to be a growing disinclination to adopt any measures which would lead to a rupture with the British. The orders now being promulgated deal with the protection of foreign property, the evacuation of premises illegally occupied and the proscription of those labour organisations whose activities have caused so much damage to international relationship in the past. It may be impossible to enforce these orders immediately in all the provinces under South control, but the fact that they have been issued should strengthen the hands of the local officials, and that is all to the good.

Money, jewellery and clothing to the value of \$150 was stolen from a third class passenger on the R.M.S. Empress of Russia yesterday.

The fire brigade was called when some houses were seen to be collapsing at Des Vœux Road West, near the Taiping Theatre. The houses were unoccupied and no one was injured.

The forthcoming wedding is announced of Mr. Ho-Wai, Secretary of the Bank of Canton, residing at No. 72A, Bonham Road, to Miss Sara P. Chong, residing at No. 69, Wing Lok Street.

Shanghai papers contain a list of charity disbursements for the first half of this year amounting to \$146,740.33. This has been obtained by race meetings on the Shanghai Race Course this spring. Since 1913, the total disbursements by the Club amount to \$2,492,057.47.

The funeral took place at Happy Valley Cemetery last evening of Mrs. Aurea Theodora Ribeiro (née Medina), who passed away at her residence, No. 228, Wanchai Road, yesterday, at the age of 27 years. Deceased had been in failing health for some time past. Many friends and relatives attended the funeral and there were a large number of floral tributes.

Dr. R. E. Tottenham broke his arm on Monday while saving a Chinese woman from being run over by a motor car. He was in a car and when nearing the Wanchai Market, the woman ran into the road. He put out his hand to push the woman back, but in doing so, he struck the car that narrowly missed the woman and received the injury referred to.

A Chinese who had in his possession a block of cast iron weighing about 2 cwt. was charged with unlawful possession before Mr. R. E. Lindell, at the Central Magistracy yesterday. He said that he had salvaged the goods from the harbour after it had fallen from a junk and that the junk people left without taking the trouble to recover the iron. He was discharged.

The wedding took place this week-end at the Rosary Church, Kowloon, of Mr. Luiz A. Osmund, the well-known local billiard player, and son of the late Mr. J. D. Osmund and Mrs. Osmund, and Miss Alda M. da Silva, daughter of the late Mr. E. E. da Silva and Mrs. Silva. The Rev. Father J. M. Spada officiated. The bride, who was given away by her uncle, was attended by Miss Mercedes Fonseca and Julia Soares, and the bridegroom had in attendance Messrs. Max Remedios and A. J. Osmund. The newly married couple left for Repulse Bay after the ceremony, and part of the honeymoon is also being spent at Macao.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

Pressure has decreased slightly throughout the area the distribution having changed but little since this morning. Depressions remain over Tong King and the lower Yangtze Valley.

Local Forecast.—S.W. winds, moderate, fair to showery.

TROUBLE AT CANTON WHARF.

PASSENGERS NOT ALLOWED TO EMBARK.

"LUNGSHAN'S" DISCHARGED CREW MAKES TROUBLE.

NO CARGOES GOING UP TO-DAY.

A mob gathered at the Hong Kong, Canton and Macao Steamers Wharf at Canton yesterday morning, and the Canton Police appear to have made no attempt either to disperse them or to prevent them from committing acts of violence.

The mob had assembled to try and prevent passengers from embarking for Hong Kong on any of the Company's boats. The *Fatshan* which left there at 8 a.m. yesterday, came down with about fifty passengers; twenty of whom were accompanying their shipments of fish and vegetables. The other thirty managed to slip into the ship without luggage.

The *s.s. Taishan*, which left Canton at 3 p.m. and arrived here at nine o'clock last night had in all twenty-one passengers. Of these, nineteen were Chinese and they had managed to smuggle into the ship from junks and by various other means.

The reason for this outbreak was at first not known. Rumours had it that a general strike was on, but this transpired not to be the case. Among the mob at the wharf several of the recently discharged crew of the *s.s. Lungshan* were seen.

These men, about thirty of them, it may be remembered were paid off last week, and it was stated that they have enlisted the assistance of the Seamen's Union at Canton to stage this retaliation for their dismissal.

In view of what has happened, no cargo was shipped on the *Lungshan* and *Fatshan* yesterday, as it was expected that there would be difficulty in unloading at Canton to-day. The *Lungshan* left here at 2 a.m. and the *Fatshan* will sail at 8 a.m. to-day.

Yesterday the attack was limited to passengers, but there is a possibility of it involving freights as well to-day.

THE STEVEDORES' STRIKE AT MANILA.

POLITICIANS INTERFERING.

EMPLOYERS REVOKE CONCESSIONS.

The *Manila Times* of last Thursday has the following report with regard to the stevedores strike:—

All prospects of settling the strike of stevedores of the Luzon Stevedoring Company in favour of the workmen are blasted with the announcement of W. L. Applegate, manager of the firm, that no further increase in wages will be granted. Mr. Applegate declared that all the reasonable demands of the stevedores have already been acceded to, including an increase of 17 per cent. in the salary base.

"We simply cannot afford to grant further increase," he said. "I am confident we can get other men to handle the work of loading and unloading vessels, and no vessels will be delayed on account of the strike."

Later Reports.

Two politicians—one a member of the municipal board, and the other a labour leader and formerly candidate for an elective post in the city—are behind the striking stevedores of the Luzon Stevedoring Company, it was learned authoritatively to-day, says the *Manila Times* of last Friday. It is said that the two are advising the strikers to stand pat on their demand for wage increase. This attitude of the politicians is contrasted in neutral circles as an attempt to curry favour with the labouring masses in the city in view of the proximity of the general elections. The strikers, it is said, have been promised full support by these politicians.

(Continued on next Column.)

MISS TZE LO LAN.

GIVES A PERFORMANCE AT THE THEATRE ROYAL.

Miss Tze Lo Lan, well-known in Hong Kong and elsewhere as a Chinese classical dancer of the first rank, gave an exhibition at the Theatre Royal last night.

Chinese dancing bears little resemblance to the Western version of the act, for there is no swift motion, no pirouetting or high-kicking. The movements are few and made with dignified deliberation. The singing, too, may have little claim to harmony when judged by Western standards; yet both singing and dancing have an indefinable charm that is novel and refreshing.

Miss Tze's first dance was "Burying Flowers," the story of a Chinese maiden who, seeing a garden of flowers destroyed by the wind, gathered up the blooms and buried them, thinking that perhaps they, in their turn, would care for her when she was old. The dancer appeared in a long white robe with girdle and head-dress of blue. After chanting in a sing-song voice over a small pile of flowers, she took a long silver rake and with a melancholy dignity began the act of making a grave for them. The tom-toms, pipes and fiddles that accompanied her with an eerie, interminable beating and wailing, seemed almost to materialise the background of pagoda, courtyard, summer houses and cool lotus-pond.

At last the grave was ready, and while the tom-toms beat faster and faster, the dancer cast the flowers slowly into the grave with a child's air of pity for a dead bird. No Western woman could have carried out the simple and perhaps rather quaint act with such an air of profound dignity.

At the end of this dance, Miss Tze was presented with a large basket of red and white flowers. A musical interlude by three black robed musicians followed. They bent and strummed away on their primitive instruments, never reaching a note of finality and seeming almost to be hypnotised by their own music.

Miss Tze's next act was an exhibition of characteristic Chinese dancing and singing of over 1,000 years ago. To Western ears the music sounded very much like the Chinese music of to-day. Like much else in China, it has apparently changed little since the time of Kublai Khan. After this dance, another basket of flowers was presented to the young dancer.

The final theme was "Love's Lament," the story of a Chinese maiden who, after she had been chosen as the Emperor's bride, was unable to prove her love to him owing to his earth death.

There is a mystery, an oriental inscrutability about Chinese dancing that is novel to Western eyes. Much is left to the imagination, but—as the epicure can only for the finest flavours—therein lies its chief charm.

No Wage Advance.

The Luzon Stevedoring Company has withdrawn all concessions already granted to the dockmen for failure to return to work this morning. The company also definitely and absolutely refused to grant increase in wages.

Among the concessions now withdrawn are free meals, payment of over-time work, free transportation after night work, and payment while workmen are standing by waiting for vessels.

A long and wordy conference was held at the office of Director Cruz of the bureau of labour this morning in which officials of the Luzon Stevedoring Company and strike leaders were present. A T. Simmie, speaking on behalf of the Luzon Stevedoring Company, declared that his firm was willing to accept the strikers on condition that all previous concessions granted since the strike commenced would be rescinded. He also said that as far as his company was concerned the strike was terminated. The labourers were given, in other words, the alternative to return to work or get out.

Plenty Of Workers.
W. L. Applegate, manager of the company, also said that the firm is ready to engage the services of other workmen. There are many who are willing to replace the strikers, he said.

Slow On Loading.
Work along the waterfront this morning, while not exactly paralyzed, was going on at a slow pace. On some of the vessels in port work is totally suspended.

No violence was registered this morning. All customs inspectors and guards have been instructed to bar all strikers from the piers, and consequently the strike-breakers are not disturbed.

FENG YU HSIANG JOINS CHIANG KAI SHEK.

SOUTHERN ATTACK ON TSINAN TO BEGIN SOON.

40,000 SHANTUNG TROOPS AWAITING TO GET INTO GRIPS.

CHENGCHOW CONFERENCE UNDECISIVE.

"RED" GENERALS PREDICAMENT. COMPELLED TO VACATE HONAN.

FENG RECEIVES ROYAL WELCOME FROM SOUTHERN ARMY.

The ex-Christian General Feng Yu Hsiang has definitely gone over to the Southern Army, has had quite a royal welcome into their midst; and the populace of Hsuechow, we read, are arranging a "Feng-Chiang reception and mass meeting" in honour of the occasion.

Feng's action has placed the "Red" General, Tang Seng Chi, in so much of a predicament that he will be compelled to remove his troops from Honan, where they had secured a fairly solid footing at Chengchow.

Feng's action is of course not surprising. He and his followers are—(so he says)—willing to fight against "Militarism and Imperialism" in China; and, in saying so, he does not definitely say that he has renounced his sympathy with his erstwhile Soviet friends of Moscow and Hankow. Oriental actions as well as words rarely mean what they ought to mean.

It is stated that several of the Foreign Powers, represented in the Peking Legation quarter, are in somewhat of a quandary as to how to regard Peking's new Government and, probably, the Dictator-Generalissimo. Great Britain and France, it appears, have concluded that, in the circumstances, the precedent set up a few years ago, on the assumption of T'ang Chi Jui of the Presidency, will meet the present case.

THE TSINGTAO-TSINAN WAR ZONE.

(Wah Tsz Yat Pao.)

SHANGHAI, June 21st.

The Shantung troops, stationed along the Tsingtao-Tsinan Railway, and numbering about 40,000, have not come to serious grips with the Southerners since the 17th inst.

As soon as the close of the joint conference at Hsuechow, it is expected that the Southerners will begin their attack on Tsinan.

The recognition of the Peking Government, which was brought into being by Generalissimo Chang Tso Lin remains undecided by some of the Foreign Powers. It is reported that Great Britain and France will adopt the same form of recognition, as formerly accorded to the Provisional Government headed by Marshal Tuan Chi Jui.

According to Japanese reports, the Chengchow Conference was apparently broken up without decisive results. Feng Yu Hsiang forced General Tang Seng Chi to lead his troops back to Hankow.

Due to the difference of opinion among his subordinates, and also of the "Reds" commanded by General Chang Fat Fui, well known as Tang's best force, Tang has suffered a heavy blow, which will compel him to evacuate Honan.

"Beyond Expectation."

The conversations between Chiang Kai Shek and Feng Yu Hsiang are reaching a very conciliatory point, according to a report from Hsuechow. This is stated to be "beyond the expectation of the Peking and Hankow Governments."

Messrs. Hu Han Min and Li Shue Cheng, representing the Nanking Government, arranged a parley with Marshal Feng Yu Hsiang to discuss the future expedition against Shantung and Chihli.

Sun Chuen Fang is reported to be sending a representative to Nanking, in order to come to conciliatory terms with the latter.

Generals Pak Pao Shan, Feng Shiu Min and other formerly Sun Chuen Fang's subordinates, have definitely taken sides with the Nanking Government and have been ordered to take up the defence line at Tsingtao, by the Nanking Government.

PEKING'S NEW CABINET.

[THROUGH REUTERS' AGENCY.]

PEKING, June 21st.

A mandate, issued this evening, appoints Wang Ying Tai, Minister of Foreign Affairs; Shen Jui Lin, Minister of the Interior; General Ho Feng Lin, Minister of Military Affairs; Yen Tze Pu, Minister of Finance; Yao Jen, Minister of Justice; General Chang Ching Hui, Minister of Industry; Liu Shang Hsin, Minister of Agriculture and Labour; Liu Chieh, Minister of Education; Pan Fu, Minister of Communications as well as Premier. Hsin Jen Hu is Chief Secretary of the Cabinet.

SERIOUS FOOCHEW RIOT.

RESISTANCE TO SHOP SIGN TAX.

[NAVAL WIRELESS.]

FOOCHEW, June 20th.

Following the closing of almost every shop in the city as the result of the killing of a shopkeeper by the escort of a collector who was attempting to enforce the new shop sign tax, rioting broke out in the city to some extent yesterday.

A frenzied mob attacked the residence of the Chief Tax Collector, and destroyed everything of value in the premises and damaging the building seriously.

For over a month Foochow has been without a responsible and effective Government, and the trouble yesterday was due entirely to this bad feeling against the authorities having been developing for some time.

The Nanking Government has sent Mr. Chang Chun to Foochow with the object of settling the disputes, and easing the situation.

A JAPANESE BOYCOTT.

The local populace are now threatening a Japanese boycott, and the foreign servants have also threatened to go out on strike.

The opening factions in Foochow are organising big political demonstrations, which ostensibly will be anti-Imperialist demonstrations. It is feared that disturbances are likely as the result of these demonstrations.

YANG SEN'S BULLYING AT ICHANG.

COMMANDERING PRIVATE RESIDENCES.

[NAVAL WIRELESS.]

ICHANG, June 20th.

General Yang Sen has issued an order that all private residences are to be evacuated, and where the order is not complied with, the occupants are being forcibly evicted. The exact significance of the move is not apparent, but it is believed to be in connection with the levy which Yang Sen sought to exact.

The evacuation of the oil stores has now been completed.

At present Hankow remains quiet, and the only news of note is that a certain amount of troop movement up river has taken place. It is thought possible that the Wuhan authorities intend to follow up General Yang Sen to Ichang.

SHANGHAI, June 20th. No reports containing anything of note have come from the Yangtze ports, and Shanghai remains generally quiet.

Questions In The Commons.

LONDON, June 21st. In the House of Commons, questions by Mr. Pethick Lawrence drew attention to Chinese alleged to have been complaining of girls of fifteen being introduced into brothels for soldiers in the International Area of Shanghai.

Mr. Locker Lampson replied that the Consul-General at Shanghai had telegraphed that as far as he and the Municipal Police were able to ascertain the report was baseless (Cheers). Licences for brothels had been withdrawn on December 31st, 1924, by the Municipality.

No Modification Of Instructions. Replying to Mr. G. O. Trevelyan, Mr. Locker Lampson said that he had seen Press reports to the effect that the Nanking Foreign Affairs representative had protested against British aeroplanes flying over strategic points and that Chinese soldiers had been instructed to fire on such aircraft; but he was without official information. It was not proposed to modify the instructions of the Naval Commander.

THE STRIKE AT MANILA.

MOTOR TRUCKMEN JOIN STEVEDORE STRIKERS.

[THROUGH REUTERS' AGENCY.]

MANILA, June 21st.

Two hundred motor truckmen have joined the stevedore strike. Several vessels are being delayed.

THE EVACUATION OF KIUKIANG.

MISREPRESENTATIONS BY "MANCHESTER GUARDIAN" CORRESPONDENT.

CORRECTED BY AN EYE WITNESS.

A resident of Kiukiang has sent us, says the *North China Daily News*, the following copy of a letter which he has addressed to the *Manchester Guardian* taking up what Mr. Arthur Ransome wrote regarding the evacuation of Kiukiang. It constitutes one of the most complete *exposés* possible of the journalistic tactics pursued by Mr. Ransome during his hurried visit to China to confirm his preconceived views. The letter to the *Guardian* is as follows:—

There is one quality we expect of the correspondents of the *Manchester Guardian*, and that is sincerity. I have just seen an account written for the *Guardian* and reproduced in the *China Weekly Review*, entitled "What Happened in Kiukiang Last January," by Mr. Arthur Ransome.

It was I who sat in H.M.S. *Woodcock* (not *Woodcock*) and gave Mr. Ransome the information on which he based that account—and I am pained to find Mr. Ransome has misrepresented the facts.

The bald truth about the evacuation of Kiukiang on January 7th is that, if the foreign women had not been removed two days before and if the foreign men had not been called off the streets at 10 a.m. on that morning, foreign women would have been raped and foreign men murdered as at Nanking.

False Impression Conveyed. Mr. Ransome's account conveys an entirely different, and therefore false, impression. A perusal of his account would lead you to suppose that there was no danger, but only a little frolicsome play by looting soldiery. The general gist of the article suggests that the foreigners were unnecessarily frightened and ran away without sufficient cause.

There are several facts, of which Mr. Ransome was informed, which he has suppressed altogether.

For instance, the murderous assault during the riot on January 6th on an invalid lady, Mrs. Curtis, who was hurriedly being carried down in a stretcher to a place of safety on board ship. The assault failed, thanks to a party of British sailors, who rushed down to the invalid's rescue. Then again, on the morning of January 7th the crowd, which Mr. Ransome describes as "doing no harm," was shouting out "Shu! Shu!" which, if Mr. Ransome knew as much of the Chinese language as I do, he would know meant "Kill! Kill!"

Why has Mr. Ransome suppressed these facts?

I am not what goes by the name of a "Dei-hard," as Mr. Ransome will do me the justice to confirm if he remembers me. But I do believe that loyalty to our breed and loyalty to our salt are sentiments which, in these days, should not be discarded too lightly, that is without good and sufficient cause. There was no reason whatever why Mr. Ransome should have interpreted the events, related to him by me, in such a way as to place his countrymen and their actions in a false light, and those who had discomfited them in a too favourable light.

Absence Of Sincerity. As I have stated, of the *Manchester Guardian* we expect sincerity. In Mr. Ransome's account that quality is conspicuous by its absence. And, if on that occasion, why not on others? I am afraid my faith in the *Guardian* has been very severely shaken.

I shall be obliged if you will publish this letter in your next issue, in order to correct the false impression conveyed by Mr. Ransome of what happened in Kiukiang last January—I am, etc., A Kiukiang Resident.

Kiukiang, June 11th, 1927.

THE NAVAL CONFERENCE.

THE PROPOSALS CRITICISED.

JAPAN'S VIEW.

[THROUGH REUTERS' AGENCY.]

GENEVA, June 21st.

Comparing the three sets of proposals, British Naval experts declare that the British is a definite advance on that of Washington and far more comprehensive than the American whereby the extension of the 5/5/3 ratio to lighter craft would enable America to add considerably to her cruiser tonnage which Britain would have to reduce.

The Japanese proposals are based upon the existing strengths with an age-limit, giving vessels a shorter life at the cost of the taxpayer, much more than that of the British.

Mr. Gibson, in a Press interview, expressed the opinion that if the American plan, on the basis of the higher figures proposed of cruisers and destroyers, should be adopted, America must scrap 60,000 tons of auxiliary surface vessels, and 50,000 tons in addition when and if the present building programme were completed, while Britain and Japan must scrap 60,000 to 40,000 tons, respectively, when their programmes are completed. He concluded that a plan to check competitive building and avoid scrapping of new construction would permit of moderate replacement of building programmes within clearly defined limits.

Tokyo, June 21st.

The Navy Office spokesman, speaking to Press representatives, reiterated the views sent earlier and added that he considered Japan would be unable to accept the British proposition prolonging a naval holiday of battleship construction without reservations. He also expressed the belief that the proposal of a limit of calibre to 13 inches would not be acceptable to Japan.

LATER.

Though the official report has not yet been received, Navy officials, commenting on the Press reports from Geneva, express dissatisfaction at the American proposal to apply a 5/5/3 ratio to auxiliaries, and disapproval of the proposal to abolish submarines. They also think it inadvisable to touch on questions already settled by the Washington Agreement, as proposed by Britain.

THE PACIFIC RELATIONS CONFERENCE.

A BRITISH DELEGATE FROM SHANGHAI.

[THROUGH REUTERS' AGENCY.]

LONDON, June 21st.

Mr. William, Turner, General Manager of Reuters for the Far East, has been appointed an additional British delegate to the Pacific Relations Conference at Honolulu.

U.S. HIGH COMMISSIONER RESIGNS.

[THROUGH REUTERS' AGENCY.]

RAPIDS CITY, South Dakota, June 21st.

President Coolidge has accepted the resignation of Admiral Bristol, the United States High Commissioner.

EX-EMPEROR MAY MOVE TO DAIREN.

UNEASY AT SOUTHERN ADVANCE.

The former Manchu emperor is considering leaving Tientsin for Dairen and has advised Mr. Sun Pao Chi to find a house for him in the leased territory, according to advices from the port.

The emperor is very uneasy at the successful advance of the South-erners to North China and feels that there might be personal danger if he should remain in Tientsin.

Mr. Henry Pu Yi, as the emperor is now known in Chinese republican circles, received General Duncan the other day and had a conversation of half an hour with the British commander. At present he is staying with his family at the Chang garden in the Japanese concession.

"REFORMING" THE HOUSE OF LORDS.

THE LORDS HOLDING A THREE-DAY DEBATE.

[THROUGH REUTERS' AGENCY.]

LONDON, June 21st.

The Lords opened a three-day debate on the subject of "reforming" the House of Lords.

Lord Fitzalan, in moving a resolution welcoming a reasonable measure of limiting and defining membership, said that at present any Government with a majority lasting two years could, under the Parliament Act, legally and without consulting the people abolish the Monarchy or the Lords. It was probable that the Socialists would establish a Single-Chamber Government.

The Lord Chancellor, on behalf of the Government, agreed that the Speaker's uncontrolled power to prevent a money Bill being rejected or amended by the Lords was indefensible. The Government thought the question as to whether a money Bill would come within the meaning of the act should be determined by a Joint Standing Committee of both Houses. Referring to the inadequate representation of Labour in the House of Lords, he said that the Sovereign should be authorised to add a limited number of nominated members, on the advice of the Government of the day, for twelve years, one-third retiring every fourth year.

The Lord Chancellor added that the hereditary principle should be preserved, but that membership should be reduced by hereditary Peers selecting a fixed number entitled to sit for 20 years, one-third retiring every fourth year, but eligible for re-election.

The House should be limited to 350 Peers and unselected Lords should be eligible for the House of Commons. In order to meet the possibility of a Government introducing a Single-Chamber Government, the Cabinet had suggested that provisions of the Parliament Act, by which Bills could be passed during the course of a single Parliament, should not apply to any Bill altering the constitution or altering the powers of the Lords as laid down by the Parliament Act.

The Government would support Lord Fitzalan's resolution.

There is no indication when the Government will produce a Bill or programme before the General Election of November, 1929.

A substantial body of Conservatives are in favour of pressing for reform before then.

The debate was adjourned until Wednesday.

THE ANTI-SLAVERY CONVENTION.

RATIFICATION BY THE BRITISH EMPIRE.

[THROUGH REUTERS' AGENCY.]

GENEVA, June 21st.

The Secretary-General of the League has invited Mr. Koo Kung Chen, Editor of the *Shih Pao*, to be a member of the Press Experts' Conference at Geneva on August 24th.

Mr. Koo, who has been touring Europe, has made a good impression in League circles. He has accepted the invitation.

Britain, on behalf of Britain, India, and the Dominions excepting Canada and the Irish Free State, has forwarded to the League Secretariat a ratification of the Anti-Slavery Convention of Geneva of September 25th, 1926.

The Convention is now automatically enforced by the British Empire. Bulgaria and Denmark are the only other nations who have so far ratified.

DRUSES RETURNING TO SYRIA.

ACCEPT FRENCH AUTHORITIES' CONDITIONS.

[THROUGH REUTERS' AGENCY.]

PARIS, June 21st.

A telegram from Beirut states that the last groups of the Druses, who took refuge in Transjordan for over one year, have asked and accepted the conditions of the French authorities.

2,000 Druses, including prominent members of the Atrash family, have begun to return to Syria.

SACCO AND VANZETTI'S CHILEAN SYMPATHISERS.

U.S. AMBASSADOR THREATENED WITH ASSASSINATION.

[THROUGH REUTERS' AGENCY.]

SANTIAGO, June 21st.

The Chilean Government has established a special day and night guard at the United States Embassy for the purpose of protecting the Ambassador, Mr. Collier, who is threatened with assassination by anarchist sympathisers with Sacco and Vanzetti.

U.S. PLANES TO VISIT BORNEO.

PERMISSION GIVEN TO FLY OVER THE COUNTRY.

FIRST PLANES TO VISIT BORNEO.

[THROUGH REUTERS' AGENCY.]

MANILA, June 21st.

U.S. Naval planes and the tender *Heron*, from Zamboanga, have gone to Sandakan on a week's cruise. They will fly over Borneo by arrangement between Washington and London.

It is reported that these will be the first planes of any nation to visit Borneo.

NO AIR UNITS FOR TIEN-TSIN AT PRESENT.

[THROUGH REUTERS' AGENCY.]

LONDON, June 20th.

In the House of Commons, Sir Samuel Hoare, Minister of Air, said the despatch of air units to Tientsin was not contemplated at present.

BOXING.

WORLD'S MIDDLEWEIGHT CHAMPIONSHIP.

[REUTERS' AMERICAN SERVICE.]

BALTIMORE, June 21st.

Joe Dundee's manager has cabled Mickey Walker's manager in London offering either \$75,000 or 35 per cent. of the proceeds (as Walker prefers) for the Middleweight Championship bout here next August.

WORLD'S RECORD IN BRIDGE.

COMPLETE SUIT DEALT TO EACH PLAYER.

An event probably unprecedented in the world of auction bridge is reported from Bedford.

Four players sat down to a rubber at the Cavendish Hotel with a pack of cards which was not new and not old. In the course of the third rubber, after the cards had been shuffled and cut in the normal way, a hand was dealt in which each player held a complete suit.

"There was absolutely no hanky-panky about the deal," said Mr. J. C. E. Robinson, a Bedford chartered surveyor, who was one of the players. "If it had occurred on the first deal I should have guessed that somebody had been playing patience with the cards, but we had completed two rubbers with the cards before they came out in this extraordinary fashion."

"I believe that mathematicians have worked out the odds against this division of the cards on a normal deal at something like 2,000 billion billions to one."

"One Spade" Call.

Mr. M. F. Ledward, another player, in an interview afterwards, said that immediately they realised the extraordinary nature of the deal they called in a witness from the next room to see the hands.

"Major K. G. Harper dealt the cards. When I saw my hand I could scarcely believe my eyes. Of course, I thought I had a grand slam automatically with diamonds, which I held, as trumps. I suspected the other players had good individual suits in their hands, but I never for a moment thought anyone had a full suit like me, let alone every player."

"Major Harper called first. He said, 'One spade.' There was silence for a moment, and then Mrs. Mettams called 'Four hearts.' I went full out and bid 'Seven diamonds,' never for a moment thinking I should be challenged."

"Then Major Harper said, 'Seven spades.' That, of course, was the highest bid since 'no trumps' was out of the question with such a distribution of the cards. Major Harper laid his hand down and claimed grand slam."

The four players have signed a certificate as to the authenticity of the deal.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JUNE 22nd, 1927.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Why not a Motor-cycle Club?—Notes and News—Australian Relay Race—The Motor Coach.

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5 Seater Coach	G\$1,000	G\$ 1,200
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was so acceptable that the above
character for aroma or sweet taste
was actually a pictogram of malted
grain with the Water & Sweetness shown

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WHY NOT A MOTOR- CYCLE CLUB?

The sporting side of motoring is
entirely unknown in Hong Kong;
Speed trials, club runs, and re-
liability trials have no place on the
motorists calendar. The reason for
this is not far to seek; in the first
place there are few—if any—roads
in the Colony that are suitable for
high speeds, and secondly, that
owners are not keen to tax to the
limit the already highly-tested re-
liability of their cars. But since
the area available for motoring is
so limited, a great many local car
and motor cycle owners would wel-
come a trial of some sort now and
again. Perhaps not a speed trial
for there are few really fast
machines in the Colony; but a re-
liability run. The switch-back hills
in the New Territories are ideal
for this purpose, although they
never seem to "conk" a car out.
I understand that one of the rea-
sons for the unpopularity of motor-
cycle racing here is that two men
were killed at speed some years ago.
But if a man is killed at Brook-
lands, the track is not shut up, so
why should the memory of a fatal
accident act as a deterrent to the
young bloods who wish to prove
their worth, and to let the public
see that the fisherman's stories they
sometimes tell are more than mere
fabrications. Well, boys, why not
hot-up your buses and form a club?

The Austin "Seven."

The great popularity of the
Austin "seven" is a proof that
numbers of residents who do not ex-
pect to remain here for very ex-
tended periods have realised the
suitability of such an inexpensive
and handy vehicle. To the same
reason can be ascribed the popu-
larity of American makes. A large
car in Hong Kong is a white
elephant.

Freedom From Officiousness.

I mentioned last week that local
motorists have the advantage of
cheap tyres in Hong Kong; there is
another advantage—and a consider-
able one. It is freedom from police
persecution. Motorists in Eng-
land often think, after leaving the
police court purse-lightened and
disgruntled, that the police force
is maintained by the already
heavily burdened fraternity. Here
in Hong Kong our Chinese and In-
dian constables are not so officious,
and unless they perceive that a
man is either drunk or trying to
commit murder they will not inter-
fere. Happily, a drunken motorist
in Hong Kong is as rare as the
dodo; and would be the conse-
quence for such an offender. He
would probably kill several coolies,
a number of children and half-a-
dozen or so of old women, for
pedestrians in Hong Kong, far from
fearing the motor car as English
peasants of the early nineteenth
century feared Stephenson's first
locomotive, hold the automobile in
absolute contempt.

Yet another advantage is the
amazing freedom of outlying roads
—at times, at any rate—from al-
most any kind of traffic. One can
drive for mile upon mile into the
New Territories, past the inundat-
ed paddy fields, the burial vaults,
the bone filled urns; and never
shall one see anything less rural
than buffalo in the middle of the
road or a group of coolies pushing
a cart. Yet when all is said and
(Continued at foot of next column).

NOTES AND NEWS.

After July 1st, 1927, no premises
shall be used as a garage unless
permission has been obtained from
the C.S.P. This is one of the
Colony's new traffic regulations.

Allany Road has now been open-
ed to traffic, and therefore motor-
ists will be able to take a short cut
to Seth's Corner. New Street has
also been opened to traffic, in order
that vehicles may easily be able to
reach the Tung Wah Hospital.

A cable from Australia announces
that in the Australian R.A.C. 700-
miles reliability trial, which in-
cluded many very bad roads, a 14
h.p. Armstrong Siddeley was plac-
ed first in the reliability trial
and petrol consumption test; and
third in the hill-climbing test. This
is further proof of the British car's
suitability for service in any part
of the world.

It has been definitely stated by
Major Segrave that he will retire
from motor racing after this sea-
son. He is going to indulge in
motor boating when he leaves the
more strenuous field of motor ra-
cing. By the way, it is interesting
to note how many well-known peo-
ple connected with motoring are
taking up motor boating. Mr.
Eustace Watkins is having a motor
boat built for him which is going
to cost £4,000. We also understand
that Mr. Warwick Wright is taking
up motor boating.

The Countryside.

This little paragraph, though it
bears the stamp of that hardy an-
nual, the Spring Poet, may come
to Hong Kong motorists as a
draught of clear cold water to a
very thirsty man. It appeared in
the spring number of a motoring
journal:

The bluebells are making a brave
show in the woods, and the whole
of Nature has few fairer sights
than this carpet of rich blue spread
out beneath the new greens of birch
and beech. To thread a pathway
through the wild hyacinths and to
catch that strange and fleeting per-
fume which, once a year, rises from
the copses and hurries over the
meadows with the south-west wind,
is indeed one of the sweetest
memories of the year.

Now, too, comes cowslip time
with the village children, and who
shall tell of the joy that possesses
the little groups we see by the way-
side, as small fingers fashion the
golden "balls"—a childish art
that has not been lost down all the
years. It would seem as though
the spring had been more lavish
than usual with these flowers, and
there is no lack of evidence in
various parts that cowslip wine is
still made by the cottagers.

I was interested in a statement
made in a daily paper recently to
the effect that some genius at Cin-
cinnati has hit upon the idea of
testing for drunkenness by a novel
method. The victim has to breathe
into a kind of football. His breath
thus captured and bottled, so to
speak, is then submitted to scienti-
fic analysis, and—well, there you
have it! Isn't it just priceless that
prohibitionist America should have
solved the problem?

dono motoring in Hong Kong is but
a sorry substitute for motoring
back home.

AUSTRALIAN RELAY RACE.

INTERNATIONAL EVENT
OVER 5,000 MILES.

It is proposed that three groups
of cars, representing Great Britain,
America, and the Continent, shall
take part in a relay race from
Townsville, Queensland, to Perth,
Western Australia, a distance of
5,000 miles. The project is under
consideration by the Dunlop Rub-
ber Co. of Australasia, Ltd., Mel-
bourne, and the route will lie along
the eastern and southern coasts,
via Brisbane, Sydney, Melbourne
and Adelaide.

Testing Reliability.

The route will be divided into
sections varying from 150 to 300
miles in length, according to the
conditions of the roads and tracks,
and there will be approximately 20
sections between Townsville and
Perth. The object of the run is to
determine which group of cars can
cover the route in the shortest time,
despatches being handed simultane-
ously to a car of each group, which
will carry them as speedily as pos-
sible to the first changing station,
where they will be handed over to
another relay of cars and drivers.
Only the selected car will be per-
mitted to carry its respective des-
patch over its appointed section, so
that reliability will play a very
important part. Control stops and
speed limits will be enforced in
cities and towns, but the run will
continue day and night, and should
prove a very interesting and in-
structive reliability trial.

Volunteer Couriers.

It is anticipated that there will
be no difficulty in obtaining volun-
teer couriers, and the only section
that presents any difficulty, owing
to its lack of population, is the
1,150 miles between Port Augusta
and Coolgardie.

A somewhat similar contest was
organized by the Dunlop Company
in 1912 from Adelaide to Sydney,
a distance of 1,149 miles, and proved
very successful, being commended
by the Commonwealth military
authorities.

(Continued on page 9.)

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DIMENSIONS

IN INCHES

L. W. H.

PRICE

EACH

REPLACEMENT

GROUP

VOLTS	AMP. HOUR CAPACITY AT 5 AMPS.	TYPE	CASE	DIMENSIONS IN INCHES L. W. H.	PRICE EACH	REPLACEMENT GROUP
6	15	63 MR	RUBBER	4 1/2 x 3 1/2 x 6 1/2	\$17	CYC
6	80	611 RHK	Do	7 1/2 x 6 1/2 x 7 1/2	\$30	4
6	85	A-613 JF	Do	Do	\$35	1
6	92	A-611 SH	RUBBER	9 1/2 x 7 1/2 x 9 1/2	\$50	2
6	100	A-615 JF	Do	10 1/2 x 6 1/2 x 9 1/2	\$40	3
6	112	A-613 SH	Do	10 1/2 x 7 1/2 x 9 1/2	\$50	3
6	135	A-615 SH	WOOD	11 1/2 x 7 1/2 x 9 1/2	\$70	CAD
6	130	615 JKH-2	RUBBER	12 1/2 x 6 1/2 x 9 1/2	\$70	6
6	140	A-617 SH	Do	13 x 7 1/2 x 9 1/2	\$85	7
12	60	A-127 SH	WOOD	12 1/2 x 7 1/2 x 9 1/2	\$65	WO
12	67	1211 AHS	Do	17 1/2 x 5 1/2 x 10 1/2	\$75	12
12	92	1211 SHK	Do	17 x 7 1/2 x 9 1/2	\$95	

GROUP
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- 2 Studebaker Big & Spec. Sixes, Chrysler, &c.
- 3 Case, Cole, Cunningham, Oldsmobile, &c.
- 4 Buick Std., Chevrolet, Essex, Ford, &c.
- 5 Buick M., Chandler, Hudson, Oakland, &c.
- 6 Hupmobile, Packard 8, Willys Knight, &c.
- 7 Dodge, Gardner 8, Graham Bros. Truck, &c.
- 8 Locomobile, Mack Truck, Rolls & White.
- 9 Cadillac Special Cadillac Battery.
- 10 Motor Cycle Battery—Harley, Indian, &c.
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MOTORING NOTES

(CONTD.)

THE MOTOR COACH.

RECENT IMPROVEMENTS.

In Hong Kong we have yet to see that ubiquitous feature of modern England, the motor coach or charabanc. If China should however decide to settle down to peace, no doubt as soon as roads were made motor coaches would be put on them by enterprising British and American firms.

The year 1926 saw a remarkable development in motor coaching and motor coach services throughout England, due in no small measure to the great improvements in chassis and body design. Looking ahead it is safe to forecast that this progress will be fully maintained this season.

Everything seems favourable to a further expansion of the movement. The new types of vehicle are better than ever, more comfortable, more reliable and much safer, and what is even more important, present indications point to the public having more money to spend on motor coaching, as a result of better industrial conditions generally.

Excursion Traffic.

There can be no doubt that this branch of the motor industry is capable of considerable development on lines which must appeal to an ever-increasing public, especially when serious attempts are made to enter for what the railway companies call excursion traffic. Granted that bus services are being initiated in nearly every district, there still remains a big field for extending supplementary services taking the form of tours and excursions of one kind or another.

The day is past when the establishment of a motor coach service is a leap in the dark, an enterprise attended with considerable commercial risk, in fact a gamble. The coach operator who shows judgment in the choice of his field, in the selection of his vehicle and in the proper and adequate serving of his fleet will not go unrewarded.

The Six-Wheeler.

The newest and most up-to-date coaches are the rigid-framed six-wheelers, which are the result of the combined efforts of the best brains in the metallurgical, engineering and body-building industries. Karrier Motors, Ltd., Huddersfield, were the first British manufacturers to design and build a rigid-framed Six-Wheeler Coach which was exhibited at the Olympia Show in November, 1925—and since this date developments have been rapid. The construction of the Six-Wheeler is such as greatly to reduce vibration and shock transmitted to the chassis and so to the passengers, skidding is eliminated and the braking qualities of the vehicle—power applied—are vastly improved. Thus the vehicle can be driven much faster with absolute safety at all times, and passengers are afforded a maximum of comfort.

TAXING OF MOTOR-CARS IN SINGAPORE.

RECOMMENDATION TO BASE IT ON HORSE POWER.

Important recommendations as to revising the present system of taxing motor-cars are contained in proposals of committee No. 1 of the Singapore Municipal Commission which state:

In view of Government's objection to a petrol tax recommended that the Commissioners should agree to adopt a tax based on horse-power for private cars and cars registered as hackney carriages. The scale recommended by the Government committee, on automobiles subject to a supplementary tax for cars registered as hackney carriages, and that all cars registered outside Singapore should pay the difference between their own supplementary tax and Singapore supplementary tax before utilising Singapore roads.

The committee also approved the Registrar of Vehicles' recommendation regarding classification of motor buses for routes according to condition of bus.

It was also decided to recommend that the present maximum licence fee for motor buses be increased from \$200 to \$300 per annum, the actual sum to be charged being left to the discretion of the President and the Registrar of Vehicles.

Straits Times.

LAWN TENNIS.

THE WIMBLEDON TOURNAMENT.

MATCHES IN FULL SWING.

[THROUGH REUTER'S AGENCY.]

LONDON, June 20th.

The Centre Court filled up, and the weather was cool and cloudy. The day produced 2 defeats of Japanese, and 2 of Americans, one each of which was surprising.

In the First Round, Hunter beat Ohta (Japan), 6-1, 6-4, 6-3. Timmer (Holland) beat Washburn (America), 6-1, 6-6.

Hunter scored freely from powerful forehands along the side-lines. The Japanese, who was handicapped by the strangeness of the grass left the Court open and was not enterprising at the net, while Hunter often came up to score with crisp volleys.

The American to-morrow meets Colonel Kingscott.

The 15-year-old white plus-fours American, Wood, the youngest competitor in the championships, was no match for Lacoste, though given warm encouragement for his spirited fight from the stands. He lost 6-1, 6-3, 6-1.

The success of the French "three musketeers" was completed by the victory of Borotra over Belgrave (Britain), 7-5, 7-5, 9-7.

Other successful Continentals included the Germans, Kleinschroth and Kreuzer over the Englishman Price and Deed, respectively, and of Froitzheim over the Scottish champion, I. Collins, 11-9, 6-3, 3-6, 6-3.

In the final match the ex-Cantab Lester beat Godfree, 6-4, 6-4, 5-7, 6-3.

Other prominent British winners were Crole-Rees, Turnbull, Gregory, Greig, Campbell, Crawley, Kingscole and the South Africans Raymond and Condon and the Anglo-Indians Jacob and Prasanna.

Landry (France) beat Harada, 4-0, 6-4, 6-1, 1-6, 6-2. Cochet beat F. Burnett, 6-4, 6-3, 6-4.

Tilden's Brilliance.

The opening Centre Court match was a "cat-and-mouse" affair. Tilden against Pratt, and scored as he liked, finished off a trio of hurricane service "aces" in a gunshot manner that staggered the spectators by his brilliance.

COUNTY CRICKET.

GLOUCESTER ROUT NORTHANTS.

FINE BOWLING BY PARKER.

LONDON, June 21st.

Playing at Northampton Gloucester had little difficulty in defeating Northamptonshire after two days' play by seven wickets. It was a low scoring match and to the home county's feeble 92, Gloucester replied with 182, thanks to an innings of 83 by Bloodworth, a capital young player, though overshadowed at the moment by Hammond's brilliance. Northants again collapsed being all out for 124.

The feature of the game was the bowling of Parker, who, on a wicket that suits him is still the most effective bowler in England. In the Northants first innings he took 5 wickets for 50 runs; but this was quite eclipsed by his second innings performance of 9 for 46. Mills also bowled well taking 5 wickets for 41. For Northants Thomas took 6 wickets for 68.

Score: Northant: 92 and 124. Gloucester: 182 and 36 for 3 wickets.

OLYMPIC GAMES.

THE MEETING AT SHANGHAI.

In preparation for the Far Eastern Olympic Games, China is taking progressive steps in organizing, raising funds and other activities. At a meeting recently held at the Bankers' Association, Shanghai, Mr. O. S. Liu will act as the head of the finance committee and, with the assistance of his committee, will collect sufficient funds to run the all-important affair smoothly.

In response to inquiries made by Japan and the Philippine Islands, official letters have been delivered, informing them that the Olympic definitely will be held in Shanghai from August 27th to September 3rd. Before this meeting actually takes place, China will rally all the athletes in Shanghai. In two weeks' time the east China trackmen will come together and have a try-out here. A couple of weeks later, the national track and field meeting will be here too. After the national meeting the prospective athletes will be put into a training camp.

CHINESE SUMMER FOOTBALL LEAGUE.

VOLLEY BALL ALSO POPULAR.

The South China A.A. Summer Football League will begin its season early in July, and so far nearly 15 local teams have joined. A number of business firms have also organized football teams in the South China League, and the Chinese employees of the Hong Kong Tramway Company are also putting up a team. In all there will be nearly 200 Chinese playing football in the League this summer.

In addition to football, volley ball is also attracting much interest among the Chinese. Under the management of the South China Athletic Association, there will be at the Chinese Y.M.C.A. ground on Bridges Street on June 25th a series of open league volley ball games. The South China Athletic Association are offering a championship cup.

THE KING'S FIRST WIN OF THE SEASON.

AT THE DONCASTER MEETING.

THREE WINNERS FOR J. CHILDS.

DONCASTER, May 19th.

Fine weather and an attractive programme accounted for the excellent gathering on the Town Moor; and the sport was enjoyed almost to the offset by a win for the King's colt, Spear Dance, in the Portland Welter, an unexpected incident that delighted the crowd. The cheering broke out in true Yorkshire volume on the spectators observing Spear Dance assume a commanding lead a few hundred yards from the finish, and was redoubled on seeing him romp past the winning post an easy victor. It was the King's first win this season, and the popular acclaim was significant inasmuch as in all the betting the winner had been ignored. F. Lane has frequently ridden for the Egerton House stable, but this was his first success in the royal colours.

Major Featherstonhaugh, director of the King's racing stud, immediately wired the result to Buckingham Palace.

The bulk of the money betted was invested on Woolton's Saturn, but he failed to stay, though beating all save the winner.

Joe Childs, the first jockey to Egerton House, could not ride Spear Dance at the weights, but that jockey immediately afterwards rode three consecutive winners, starting with Lord Beaverbrook's Petticoat in the Maiden Plate for two-year-olds. This youngster proved much superior to the odds-on favourite, Lady Stedfast.

The pair mentioned, as well as Wise Kiss, occupied the leading places from end to end. Childs had the inside berth and, beginning very quickly, appeared to hold a winning advantage at every point from Lady Stedfast.

SAVING FISH FROM THE FLOOD.

[BY COL. F. L. NISNIGERODE.]

Rescuing fish from a flood may sound very farcical. Yet it is not, for the mighty Mississippi on a rampage is a wholesale destroyer of fish life, and the Government of the United States, through its Fish Patrol Service, begins rescue work as soon as the "Father of Waters" shows signs of getting out of bounds.

When the river overflows and causes a large number of inland lakes, the rushing tide carries millions of fish into these temporary lakes, to leave them high and dry when the waters recede.

Most of the victims are small fish, too small for market, for the larger fish know more about the tricks of the river and are stronger to breast the current which would carry them to their death.

As the inland lakes formed from the river's overflow begin to subside the Fish Patrol comes to the rescue. The fish are netted and kept until such time as the river has subsided sufficiently to prevent a repetition of folly and then redeposited in the stream.

The Mississippi annually has what is called the "June rise," which is a great menace to fish life. It comes with the melting of the snows in the Rockies and the spring rains. At this season the fish are ready to spawn. They leave the main stream and seek the quieter waters to deposit their eggs, and are therefore often trapped by the sudden subsidence. The adults are clever enough to take warning of the subsidence and they head for the main stream. But the tiny minnows are either too ignorant or too feeble to follow suit. They are drowned and—unless the Fish Patrol come to their aid—lost.

The number of fish rescued and replaced in the river was estimated at 150,000,000 last year. The cost was about 6d. a thousand.—Daily Mail.

YOUR FIRST TELEVISION SET.

PROBABLY COST ABOUT £30.

[BY R. F. TILTMAN, F.R.S.A.]

As is now well known, it was John L. Baird, a young British inventor, who first conquered television with his Televisor after scientists of many nationalities had wrestled in vain with the problem for more than 50 years.

He achieved true television 15 months ahead of his American rivals!

Although usually referred to as "seeing by wireless," television is really seeing by telegraphy, either with or without wires, and it is the transmission over a distance of the images of objects, persons and scenes, with all gradations of light and shade and detail, so that on the receiving screen they are seen just as they would appear to an actual observer on the spot.

Very soon sights will be received in the home by wireless, just as you now receive sounds, and it will not be long before the television set is as familiar in the house as the broadcast receiver is to-day.

The first television sets will be available some time in the latter half of this year.

They will be in the form of a large oblong cabinet, the front bearing a square screen of ground-glass on the left, and a small loud-speaker mounted on the right.

Simple Controls.

The inventor has taken great care over the simplification of the first receivers, and there will be but five controls.

One small knob controls the speed of an electric motor in the apparatus; three others control valve filaments and are used for varying the brightness of the image; and a larger dial moves the image over the screen in case it should get out of position.

The apparatus will be linked to the output terminals of a powerful valve set, just as your loud-speaker is now, and with it you will be able both to see and to hear whatever is taking place in the transmitting studio.

It will be necessary to apply about 400 volts H.T. to the television set, this current being obtained from dry batteries. The price of the first sets will not exceed that paid for a valve set in the early days of broadcasting here—probably about £30.

Looking into the television screen may be likened to watching the focussing screen of a camera, except, of course, that in the Television the image is not inverted. The shrieks of any neighbouring oscillator will be seen on the screen as a mass of whirling snowflakes and "atmospherics" will be responsible for sudden white flashes over the image.

The first regular programmes of radio, television and telephone will be transmitted from 2TV, Mr. Baird's London transmitting station, and provincial stations will be opened later.

These early programmes will, quite naturally, be of a rather restricted nature, but mechanical improvements will gradually extend the sphere of operations and widen the range of possible vision.

Television is here to stay, and it will be developed just as we have seen other marvellous inventions brought to their present state of perfection.

Speaking at a dinner some time ago, Senator Mureau said: "I am also sure that before long television will be brought to practical success, and this will enable us to transmit the vision of actual events over the greatest distances."

It is now generally realised that the time is coming when we shall watch the Derby, the Boat Race, or the opening of Parliament from our armchairs!—Daily Sketch.

BEACH-COMBERS.

WATCHERS FOR AMBERGRIS ON NEW ZEALAND COASTS.

CHRISTCHURCH, N.Z.

Ambergris has been coming ashore fairly regularly in the western bays of Stewart Island during the past six months, and several people have found it profitable to keep a close watch after westerly gales.

Recently Mr. Adam Adamson picked up ambergris at Doughboy Bay worth fully £130, and this beach has proved so profitable that he has taken the lease of some land there and is building a small hut, with the intention of spending a good deal of time at the spot.

A petition will shortly be presented to Parliament asking for the protection of the sperm whale in New Zealand waters. According to those interested the sperm whale is almost a rarity now, and from Auckland to Stewart Island many people derive considerable profit from the ambergris, which it sheds.

The value of ambergris found in these parts alone during the past three years has been in the vicinity of four figures a year.

PRINCE OF WALES AND MASONIC BENEVOLENCE.

£201,040 FOR GIRLS' SCHOOL.

BIG EDUCATIONAL WORK.

LONDON, May 19th.

The Prince of Wales, as Provincial Grand Master for Surrey, presided yesterday afternoon at the 19th anniversary festival of the Royal Masonic Institution for Girls at the Royal Albert Hall.

A record list for the charity was anticipated, and there was tremendous cheering when it was announced towards the close of the meeting that 14,034 stewards had sent up a total of £201,040. The Prince said that the sum, though a large one, was not too large for its purpose. "Surely," he added, "the finest and noblest work of any man can do is to help children to help themselves."

The grand total of the festival was made up as follows:

	Stewards.
London	7,400 £20,237 1 6
Provinces	6,553 £20,231 12 0
Colonial and foreign	73 £2,577 15 8
	14,034 £201,040 9 2

Surrey, the Prince's province, was responsible for £23,001 1s. 9d., brought in by 2,368 stewards.

THE PRINCE'S SPEECH.

Colonel W. F. Wyley, President of the Board of Stewards, offering a welcome to the Prince, said his Royal Highness had earned the love and esteem of all people of the land, and Freemasons looked upon him as a beloved brother of the Craft, who by his presence there that day showed he had the interest of the Masonic institutions at heart.

At the end of Colonel Wyley's speech the audience rose and sang, "God Bless the Prince of Wales," led by the band.

The Prince expressed his pleasure at presiding, and said he was sure to speak at any great length on the subject of the institution, because since it was founded in 1788 as a charity orphanage, with fifteen girls, it had had the sympathy and generosity of the whole Masonic fraternity all over the world. "The present school, as you know," he continued, "was built at Clapham in 1852 and in 1888 my grandfather, who was then the Prince of Wales, took the chair at this festival, when £50,000 was brought by the stewards. In 1915 the junior school was started at Weybridge, and in 1925 was enlarged at a cost of £27,000."

To-day, 1,138 girls are receiving the benefits, of whom 595 are in the schools and 543 are in receipt of out-education grants, which range from £25 to £50. In addition to this there are grants up to £100 per annum at colleges, and up to £200 per annum at universities. There are also special grants which have been made for daughters of fathers killed or incapacitated in the late war. The results of the examinations have been most gratifying, and in the Cambridge local examinations the Royal Masonic Institution for Girls have entered 242, of whom 227 have passed, an average of 94 per cent. In December last the same institution entered 32, and all passed.

"Salubrious" Clapham Junction.

"As a result of all this there is the following fact that Clapham is now no longer large enough or healthy enough for requirements, and therefore the committee have purchased Rickmansworth Park estate, and hope, as a result of this festival, to be able to start with plans at once for building the urgently-needed new senior school."

"In 1898 my grandfather presided at the festival of the Royal Masonic Institution for Boys, when their object was the same as ours is to-day—to build a new school at Bushy. At that festival it was announced that £14,000 had been brought. To-day I am presiding for a girls' school, and I can only say that although the Minute Book of 1852 speaks of Clapham Junction as a 'salubrious spot, closely adjacent to the metropolis,' you all know that that fact does not quite hold good to-day, and in addition to this, more money is required to-day to build such a place than in the old days of 1898."

Mr. M. Beacheroff, P.G.D., secretary of the institution, then announced the result of the festival, giving many details of subscriptions from lodges, there being 1,400 separate lists from London and the provinces. The premier list from London were those of the Federated Temperance Lodge (£200) and the Foreway Lodge (£120). Lord Marshall of Chipstead, treasurer of the institution, returned thanks for the wonderful result achieved, and the Earl of Donoughmore, Grand Master of Ireland (trustee) offered cordial thanks to the Prince for presiding.

The Prince, in acknowledgment, thanked all concerned for their support of the festival. The school was a great constructional work, for surely the greatest work a man could do was to teach children to help themselves.

Messrs. Fred Foy and C. Fisher Yates were presented with special jewels by the Prince in recognition of bringing the largest lists from Surrey and London respectively.

DO WE WANT DISARMAMENT?

A CRANKY AND COMMUNIST IDEA?

THE RESULT A WORLD WAVE OF ANTI-BRITISH FEELING.

[By SIR HERBERT RUSSELL.]

That the title of this article constitutes a hostage to a very large body of dissentient opinion, I am fully aware. The man who has the temerity to oppose the idealism of all those who hold that war is a barbarous anachronism challenges the imputation of believing in barbarity. He is under the disability of being, morally, on the wrong side; a sort of heretic. It is the foregone conclusion of all people of good intentions that they must be right, and therefore that those who disagree with them must be wrong. It seldom occurs to them that good intentions are not always practicable of fulfilment in this imperfect world.

Supported By The Anarchist Breed.

It is a fact of much significance to my mind that the most blatant advocates of disarmament are the extreme Socialists and the frank Communists—those in short, whom we class as "The Reds." They would disband the Army, sink the Navy, scupper the Air Force, and blow up the armories. Why? I suggest that their zeal in this direction is merely inspired by perception of the fact that the armed forces of the State constitute the chief obstacle to their schemes for the destruction of organized society. They would plunge into open war to-morrow against everybody and everything if they could only compass disarmament first. Their sympathy with the Chinese rabble is sufficient evidence of what they would do if they could. Their pious objection to armaments is just now based upon the resistance being shown, principally by this country, to the brigandage and rapine of the Cantonese "Nationalists."

The truth is that the new pacifism is going to make a great deal more trouble in the world than the immemorial principle of backing right by might. Had we acted at Hankow as we subsequently acted at Shanghai, we should have gained the respect of the Chinese. Instead, we scatter our prestige to the celestial winds by signing a treaty to our infinite disadvantage with a now discredited nonentity, one Chen. Of course, our statesmen meant well and hoped for the best. It is just this sort of philosophy which seems to me so dangerous in connection with disarmament.

The headlines of Mr. Stanley Baldwin—"Give us peace in our time, O Lord!" etc.—are a beautiful expression of his transparent sincerity, but the pulp is the place for these, not the forum. Have you seen the Chinese Christian General's orders to his troops? If so, you will realize what Chinese Christianity amounts to. The derivative profanity of the Russian Soviets is not worse, because it is the unvarnished reality.

I have dealt before with the strong wave of anti-Anglo-Saxonism which is nowadays palpably manifesting its survival of the fittest. British spread civilization, security, and progress amongst the unfitted. Now, it seems to me, we are all prepared to reverse the process and to renounce what our forefathers accomplished which found its expression in the egregious phrase, "self-determination," is interpreted by all the unfitted of the world as a charter to unrestrainedly revert to type. Look at the state of the world in consequence. Our idealists get over this by murmuring platitudes about "an age of transition." Do we want transition from a state of well-ordered government to such a condition of things as we now find menacing our concessions in China? Another word we want to eliminate from our current vocabulary of sophistry is "mandate."

Armaments Preserve Life.

All this may appear rather discursive in relation to the subject of disarmament, and yet I think it is quite relevant. We have had with the result of a saving of life which it is impossible to compute. This must be rather a paradox to the idealists, that armed ships and armed men should preserve life instead of taking it. It may be retorted that I am drawing a very extreme picture, that nobody but a mere handful of dreamers really

visualizes complete disarmament, that the sort of employment of our armed forces I am now referring to constitutes "police work," which must always be necessary. Incidentally, I object to that term "police work" in connection with naval and military service. It is a grotesquely limited description. Apply it to the Fishery Patrol Service, if you like, but to extend it to slave hunting in the Persian Gulf, or to pirate chasing in the Yellow Sea is merely ludicrous.

The principal platform plank in the programme of the disarmament school is the plea of economy. This, of course, appeals to the most heavily overtaxed nation in the world. When you promise the man-in-the-street a reduction in his income-tax as the result of getting rid of the "burthen of armaments" he naturally sits up and takes notice. But try him on mere sentimental grounds, assuring him that this vastly improved world is now ready to renounce the armaments as the final arbitrament in disputes, and the odds are that he will sneeringly retort with a reminder of the "war to end war"—probably adding a jeer about "homes for heroes."

Unpractical.

How little the world is really ripe for renouncing armaments has surely been demonstrated pretty effectively at Geneva during the past year. As far as I can discover, the Preliminary Conference has succeeded in doing nothing more at the end to twelve months than to agree upon "the almost insurmountable difficulties" in the way of arriving at a convention.

What is the real reason for this anti-climax? I cannot believe it lies in the "irreconcilable technical problems." Rather must it be sought in that deepdown inherent objection on the part of every great nation to permitting international dictation in her own affairs. France and Italy showed this very plainly in their replies to President Coolidge's invitation to attend a conference of his calling—as though Geneva counted for naught. The "one hundred per cent. Americans" have shown it still more clearly in their attitude towards the rest of the world since they renounced President Wilson. Our "fifty-fifty" statesmen appear to be the only participants who think that pride of nationalism need not be taken into account.

Why Grovel?

Do we gain from this amiable plasticity? I do not believe it. A few weeks ago, at the urgent request of the resident British Minister, we despatched a cruiser into Nicaraguan waters to protect our nationals against a half-baked revolution. The almost apologetic explanations and assurances volunteered to the United States were absolutely humiliating. No more humiliations to the United States than it does to us. No high-sounding talk about the Monroe Doctrine could effect our perfect right to send a warship to protect British subjects, especially as the Americans professed themselves unable to give such protection. Why apologize and explain?

Does this sort of attitude enhance respect for this country in the United States? Or does it not rather encourage the impression that "spread eagles" can always "put it across us"? One must confess to justification for such an idea.

When Great Britain consented to adopt a one-Power standard, I think she went as far in the direction of limitation of naval armaments as could be expected in view of the fact that no other Power has anything like her necessary for naval armaments. Let the other one-Power set the example. "We will conform willingly enough—the more willingly, in fact, from the process being voluntary and not a matter of international compulsion. But it seems to me that all the other Powers are chiefly concerned in 'trying to get the British Navy reduced whilst doing as little as they possible can themselves to encourage the process."

As to the economic aspect, I am by no means sure that this is not largely mythical. By this I mean to say that if you were to abolish naval armaments, you would certainly wipe out the big annual total of the Navy Estimates, but at what cost? At least half-a-million people would be thrown out of work, and many industrial establishments would have to close down. In the national interest, is any economy which throws half-a-million people idle really sound finance? The stereotyped answer to this is that they would find work in other directions; new employment would be created for them. But I am under the impression that there are at least a million-and-a-quarter people already waiting for this.

—Naval and Military Record.

PANAMA AND SUEZ CANAL RIVALRY.

VOLUME OF TRAFFIC USING NEWER CANAL PASSES SUEZ.

CHANGE IN WORLD CENTRE OF SHIPPING ACTIVITY.

A distinct slump in the total net tonnage passing through the Suez Canal last year and a corresponding increase in Panama Canal records for the same period furnish a significant index of the new trend in world trade. With the exception of 1923, when the amount of tonnage registered for Panama passage took an unprecedented jump to nearly twice its previous figure, the Suez Canal has always led its Western rival. But statistics just published confirm the recent signs of a shift in the world's centre of activities from Europe and the Atlantic to America and the Pacific Ocean.

That the Suez Canal should have been overtaken by its younger competitor in so short a time is all the more surprising, for when the French Panama Company abandoned the task of constructing the canal it was generally asserted that many years must elapse before its possible completion could be justified. A report of the experts engaged in liquidating the affairs of the French organization, printed on May 5th, 1926, maintained that if the canal ever were finished it would take fully 12 years before a maximum of 6,000,000 tons per annum made use of the passage. Ferdinand de Lesseps, Chief Engineer in Charge, saw few believers in his contention that 20,000,000 tons would be nearer right. Though he stood practically alone in this optimistic claim the results have amply demonstrated that he was correct.

Net Tonnage Greater.

It is true that the official reports for 1926 credit Suez with the sum total of 28,000,377 tons net, and Panama with 25,836,241 tons, which would still, apparently, leave Suez in the lead. But whereas the former includes all vessels gave barges and miscellaneous craft under 300 tons, the Panama figures do not take into account ships of the United States army and navy, of the Panamanian or Colombian Governments—which pass toll free, and various smaller or non-seagoing craft. Precise comparison is further rendered difficult by the measurement and classification rules of the two canals; but when due allowance is made for these discrepancies, it will be found that the net tonnage for Panama in reality has surpassed that for Suez.

Traffic in the Suez Canal during 1926 was 701,558 tons less than in the preceding year. In the actual count of ships which made the transit of the canal, a falling off is noted as well, with 4,380 vessels enumerated as against 5,337 for 1925. On the other hand, the average net tonnage was somewhat greater—a record total of 5,233 tons instead of 5,014—which would go to prove merely that the size of modern steamers is on the increase.

In comparison, we have for the Panama Canal 5,420 transits for 1926, a substantial improvement over the 4,771 in 1925, and a total never before attained. Though the average net tonnage decreased slightly from 4,969 in 1925 to 4,661, yet the grand total gain was a matter of 2,678,083 tons.

Cargo Figures Favour Panama.

In the amount of cargo carried too, the figure last year must favour Panama. Report indicates that the Panama Canal saw 27,593,051 tons of freight—a growth of nearly 4,000,000 tons over 1925—pass its length in the twelve months ended January 1st. Official data are not yet available for Suez, but, inasmuch as the mark for 1925 was only 26,778,800 tons, and as both the net tonnage and the number of transits have since diminished, the quantity of cargo, too, must have been smaller. It is interesting to observe in this connection that the cargo going east from Suez was less than half of that coming from Oriental ports. The great bulk of the waterway's traffic originated in the Far East, not in Europe.

Analyzing the nationality of ships going through the Suez Canal, it is seen that those of British registry far outnumber the rest. In 1925 the net tonnage of vessels crossing under the Union Jack was 16,016,439 tons, as contrasted with 2,699,365 tons ascribed to the Dutch—the nearest competitor on the list. Germany, France, Italy and Japan followed in close order, while the tonnage of other nations, including the United States, was well below the million mark.

In the case of the Panama Canal, as might be expected, the United States leads for the year 1926, with a net tonnage of 15,653,388. About seven-tenths of this tonnage, however, is represented by the inter-coastal trade of this country, from which foreign ships are excluded.

British craft, therefore, head the foreign trade, with 6,979,798 net tons; other nationalities are comparatively low on the roster, scoring below the million ton margin. Norway, Germany and Japan succeed Britain, with French, Dutch, Swedish, Italian and Danish vessels ranking in the order named.

Britain And Germany In Van.

It is worth remarking that Britain and Germany are the only two countries using both the Suez and Panama Canals. In the last two or three years, however, the trade between South America and Europe and between South America and the United States has mounted emphatically. Vessels employing the Panama route for trade purposes between Canada and Australia have also shown a decided increase in number.

Passenger traffic through the Panama Canal has failed as yet to develop on an extensive scale. In this respect, Suez is still considerably superior, as established by figures so far to hand. The total number of passengers travelling through the Suez Canal in 1925 was 299,522, of whom 73,360 were soldiers from England, Italy, France, Holland and Portugal. During the same year but 143,993 passengers were transported by way of Panama, a plain loss over the 146,791 accounted for in 1924.

The principal cause of this rapid advance of the Panama Canal over its Eastern contender is seen in the remarkable increase of late in the Oceanic trade, and, in fact, in the trade of the entire Pacific region. The marked recent expansion of Latin America is also largely responsible for the new activity at Panama. In the last few years, too, the transportation of oil from California fields has been a contributing factor.

World Trade 105 Per Cent.

According to the League of Nations memorandum on world trade, population and production, a distinct let down in European exports has been made than balanced by the swift progress in other parts of the world. Notwithstanding the volume of world trade being now 105 per cent. in comparison with the volume in 1913, Europe's exports in 1925 were placed at only 89 per cent. Asia's trade in the same time mounted almost as fast as that of North America, the former being figured at 133 per cent. and the latter at 137 per cent. Taking world trade as a whole, Europe's share has fallen off since 1913 by nearly 15 per cent., while that of North America, Asia and Oceania has risen by some 30 per cent. On a percentage basis, the distribution of world trade shows North America to-day in control of 18.3 per cent. of the world's exports and Asia of 16 per cent., giving these two countries a share one-third greater than they had in 1913.

Comparing the two general spheres of activity, the following nine countries may be taken to represent the new field of progress as opposed to the European area: The United States, Canada, India, Japan, China, Australia, New Zealand, the Argentine and British Malay. These districts together have gained 214.9 per cent. in the value of their exports since 1913, or, in round figures \$6,244,000,000. Europe in the same period gained only \$3,410,000,000, or 50 per cent. of the nine countries' exports.

If developments proceed in the direction they have lately assumed, it will not be long before the Panama Canal definitely transcends in importance the Suez. These facts are the more noteworthy why one realizes that the Suez Canal is now in its 58th year of existence, while the Panama cut has been in operation only since 1914. It is, perhaps, the most conclusive evidence we have that the scene of world trade is veering to another part of the earth, and that the old leaders in the export domain are in danger of being outstripped by newly awakened claimants to commercial honours. —North China Daily News.

WHY THE CHINESE DISLIKE US.

SMATTERING OF WESTERN EDUCATION.

THE VIEW OF THE RETURNED "INTELLECTUAL."

[BY SIR SIDNEY LOW IN THE "DAILY MAIL"]

We are all aware that the Chinese revolutionary has usually a smattering of Western education. But he is Westernized in a curious way.

Sir Auckland Geddes, who has been British Ambassador at Washington, reminds us that the majority of Chinese students imitate their culture from the United States. The young Chinese who are sent abroad to be educated go mainly to America. Plenty of them are to be found at the American universities, colleges, and technical schools.

They are brisk young fellows, very glib, talkative, and modern. But they do not come into contact with the mercantile and society elements of New York and Boston which know something about Europe and have a considerable regard for this country. They largely frequent the cities of the Middle West and live in middle-class homes. And among the middle-classes of the Middle West the current opinion still is that Great Britain is a brutal, domineering State, ruled by a corrupt nobility and an autocratic monarch. To them King George III. is rather like the wicked George III. of their school text-books.

Chicago has just elected its new mayor on an emphatic anti-British ticket. Twisting the lion's tail is still a popular sport in the Middle West.

In the intervals of hearing lectures on technology, medicine, or economics the Chinese student converses with his hosts and their friends, imbibes all their anti-British prejudices, and adds to them a tincture of Communistic internationalism derived from the cosmopolitan gatherings he favours.

Chicago swarms with Russian, German, and Central European revolutionaries. They all agree in a cordial hatred of British imperialism. They teach their young disciples that Britain is still oppressing and exploiting her "Colonies" in the eighteenth-century fashion. Of these "Colonies" the chief is India, where the mild Asiatic is subjected to the tyranny of English satraps and the rapacity of English financial adventurers. This, they are told, is what England is doing in China.

Nobody has thought it necessary to direct their attention to the amazing achievements in that country of Britain and the British. It has not been brought before them that the European Settlements in the Far East are indeed Colonies, but Colonies of an unprecedented kind.

The great trading cities, such as Shanghai, Hankow, and Canton, have been created by European, chiefly British, enterprise and energy. Here, on mud flats, or alongside swarming, filthy, native warrens, our merchants and traders have established magnificent modern towns, wealthy and prosperous. A vast commerce has grown up and thriving industries which have given employment to hordes of Chinese labourers and made numerous Chinese merchants wealthy.

The returned "intellectual," who is neither a merchant nor a labourer, ignores all this. He sees Shanghai and Hankow, and does not understand that he and his nation could no more have created these splendid modern centres of trade than they could have designed the Acropolis at Athens.

If he has thought fit to become a Christian he may see something in China of the American missionaries and teachers. These are excellent people, sincerely desirous of spreading the light as they see it. But they, too, are middle-class Americans who have learnt their history in American colleges. They have not been taught to love Britain.

GERMANS WARY ABOUT REDS.

MOSCOW ORDERS NOT VERY WELCOME.

BERLIN. German business men fear that the break between Great Britain and Moscow will have an adverse effect on German trade with Russia. It is pointed out that Britain has been the best customer of the Bolsheviks, who will have less money to spend if their export trade with England declines.

The *Berlin Courier* expects that in the next few months the Bolsheviks will attempt to place orders in Germany on political grounds. The paper adds: "We cannot reckon on any real increase in trade with Russia." It points out that the Bolsheviks already over \$25,000,000 for goods supplied by Germany on credit, and urges the German business world to exercise caution in its transactions with Russia.

MALAYA AS A MILITARY STATION.

SIR THEODORE FRASER'S FRANK STATEMENT.

OPINION OF THE LOCAL VOLUNTEER FORCES.

[BY LORNA CARINGTON-WALTERS.]

In response to a request for an interview, His Excellency Major-General Sir Theodore Fraser, the retiring General Officer Commanding, supplied answers to a list of questions submitted by a *Straits Times* reporter.

In answer to the question of how Malaya compared with India and Ceylon as a station for troops, His Excellency said:—

"The disadvantages of Singapore as a military station consist in:—The prevalence of venereal disease; the excessive cost of living; the trying climate with no hill station within reach; and the want of facilities for training.

Sir Theodore Fraser does not think the construction of a railway from Lumut, a deep water harbour, to Ipoh a strategic necessity.

Volunteering in Malaya. In answer to a question as to what His Excellency thinks of the S.S.V.R. and of the M.S.V.R., and how these units compare, for local conditions, with the Regular Forces, and with each other, he referred to his annual reports. On enquiry at military headquarters, it was ascertained that these were not yet available.

In his previous annual report on the S.S.Volunteer Force His Excellency said that with the limited time available it is not possible to work with skeleton formations in an enclosed country such as Malaya. As a result, there is inevitable elimination and re-grouping of sections before any tactical operations can be performed. Largely for this reason, the S.S.V.F., on mobilization, would require a period of intensive training to fit itself for operations against well-trained and well-armed troops.

"As a result of inspections and personal observations during the year I am able to state that much useful work has been done and much progress made. Particularly is this noticeable in the exercise of command by officers and non-commissioned officers in tactical skill and in field discipline.

"Much, however, remains to be done. More especially, the necessity for co-operation between the smallest units is not yet fully appreciated and the care of arms leaves room for improvement."

The M.S.V.R.

With regard to the M.S.V.R., the G.O.C. stated in his previous annual report: "I am satisfied that the M.S.V.R. is a very distinct asset not only to Malaya, but also to the British Empire. The training adopted to suit the objects for which the Regiment is maintained, namely to assist in the internal security of Malaya; to assist in case of external aggression; and to train all ranks as leaders in war."

Sir Theodore Fraser is retiring on having reached the age of 62, when Major-Generals are placed on the retired list.

SHOT AT LOW AEROPLANE.

DORSET FARMER ACQUITTED.

When the trial was resumed at Dorset Assizes of Trelawney Darrell Reed, a farmer and artist, of West Parley, near Wimborne, who was charged with assaulting Squadron-Leader Longton by firing at his aeroplane, the jury found him not guilty and he was discharged.

Squadron-Leader Longton was flying at the Bourne mouth flying meeting at Easter when his machine was riddled with shots.

Reed, giving evidence, said he had complained to the police before about aeroplanes flying low over his farm and had asked them to restrict the flying. In spite of that the machines were flying on Good Friday, and when he noticed three of them approaching he took a gun and put two cartridges in the air. He did not fire at the pilot, nor did he intend to frighten him.

It was meant as a warning to indicate that the machines were in close proximity to his buildings, gardens, and stock, and also his people. Owing to the flying one of his horses was injured.

Mr. Justice Ivory asked Reed what his purpose in firing was, and he replied that he thought the machine might alter its course.

The jury expressed the wish to associate themselves with the recommendation of the Grand Jury that stricter regulations should be imposed to prevent aeroplanes flying at low altitude to the danger of people and cattle.

INTERESTING RUINS FOUND IN JAVA.

BOROEBOEDOER SAID TO BE MOST IMPRESSIVE IN THE WORLD.

[BY LORNA CARINGTON-WALTERS.]

Amongst the many interesting things to be seen in Java are numerous ancient temple ruins, chief amongst which are the Boroe Boedoer (Many Buddhas) Prambanan, Mendoot and Pawon,—all in the principality of Djokjakarta, and others on the wonderful Dien Plateau.

The Boroe-Boedoer, reached by motor-car from Djokja, as the town is usually called, although the principality is designated Djokja-karta, is undoubtedly the most impressive and interesting ruin in existence, even compared with the wonderful cave temples of India, and the Angkor Wat in French Indo-China.

The ashes of Buddha, history asserts, were eventually sealed and distributed in some 84,000 runs, and wherever a new Buddhist settlement was formed, an urn was buried, and over it erected a memorial monument, or temple, such place being then regarded as the actual grave of Buddha, and worshipped accordingly. Stupa is the name given to such edifices, and it would appear that the Boroe-Boedoer is one of these. It has defied the elements, earthquakes, volcanic eruptions, etc., for nearly twelve centuries, though these agents have certainly left their mark upon the huge structure.

From inscriptions found upon many of the relics—all carved in stone—it is indicated that the building of this colossal stupa was begun about 750 A.D., and Buddha Gautama, who was really Prince Siddhartha, son of King Kapilasth of ancient India, died about 483 B.C. The Boroe Boedoer is built in a square—no interior—but one ascends by stone stairs to the various terraces running round the four sides, and built in tiers, with a large central dome.

Twenty monumental gateways, carved with the Kali-Makara (a niche containing an image of Buddha) lead to the different galleries or terraces, and plateau. In the whole temple there are 422 of these niches surmounted by a piece of masonry resembling a small temple. The bas-reliefs in stone depict the birth, and episodes in the life of Buddha.

Wonderful Sight.

To see the Boroe-Boedoer at sunrise or sunset is quite a different thing from seeing it, as most tourists do, in broad daylight. In the early morning or evening hours one feels all the wonder and mystery of the place welling in one's veins, enhanced by the effect of the surrounding view, which embraces a glimpse of the surrounding view, which embraces a glimpse of the surrounding view, which embraces a glimpse of the surrounding view.

The excavation and restoration of the Boroe-Boedoer instigated by Sir Stamford Raffles during the British occupancy of Java, and under the control of Major (later Lt.-Col.) Van Erp, R.E., was a big task. When in 1814 British engineers arrived no sign of the Boroe-Boedoer was visible, only a hill covered with growth.

Sir Stamford Raffles, however, was certain from documents he had discovered in Sumatra that such a building did exist, and two months of excavating revealed the major portion of the ruins. A remarkable feature in the construction of this giant stupa is that neither mortar nor cement was used.

LORD BIRKENHEAD.

A REPORT TO HIS AGED MOTHER.

The Earl of Birkenhead, Secretary for India, was overcome by deep emotion during eulogistic speeches addressed to him at the Liverpool Town Hall.

The occasion was a luncheon at which the Lord Mayor, Councillor P. C. Bowring, and the members of the Mersey Town Committee congratulated Lord Birkenhead on the success with which he had brought about a settlement of the long dispute between the authorities of Liverpool and Birkenhead regarding the site of the Cheshire entrance to the 25,000,000 traffic tunnel now under construction beneath the Mersey.

Lord Birkenhead recalled that he was 17 when his father—then mayor of Liverpool—died; had his father lived he would now have been 61. His mother, who happily survived, was in her 85th year, and his first duty when he returned to London, said Lord Birkenhead, would be to send her an account of the gathering, which would, he knew, fill her with emotion.

It was to Birkenhead, he continued, that he owed his birth, and it was to Liverpool that he owed his living and the opportunities of his political career. He described how he had received deputations and argued the matter with counsel on both sides until a compromise was reached.

LOST CITY FOUND BY CHANCE.

WHAT HERCULANEUM HAS YIELDED.

152 STATUES AND GREAT LIBRARY.

ROME.

Ever since it was announced that the Italian Government intended to resume the excavations of Herclaneum, the heated discussions which raged some twenty years ago when Charles Waldstein, Professor at Cambridge, made his famous suggestion that the remains of this ancient Roman city should be unearthed by international co-operation, have been fought all over again.

Herculaneum was discovered by chance in 1709 by Prince Elboni, of the house of Lorraine. He was digging a deep well in his garden when he found a large quantity of extremely interesting Roman remains. The excavations were resumed about 40 years later by Charles III. of Naples.

Famous Statues. No fewer than 128 bronze statues and 24 marble statues unearthed by him in Herclaneum are preserved in various museums in Italy. Others found their way abroad—for instance, two that are much admired in the Dresden Museum.

He discovered a house which is supposed to have belonged to Lucius Calpurnius Piso Ciconinus, Caesar's father-in-law, who was evidently a keen student of philosophy. In this house 1,803 papyri, including whole and fragmentary volumes, were found. This library is the richest store of ancient literature ever discovered. Of the papyri found, 195 have been published and they include works of Epicurus, Aristotle, Demetrius, Polistratus, Colotes, Chrysippus, Caramiscus, and Polidamus.

The statues found by Charles III. of Naples include such famous works of art as the equestrian statue of the Balla, the statue of Aristides, the reposing Hermes, the drunken Silenus, the sleeping faunus, the busts of Plato and Seneca, the two discoboli, and so forth.

Furniture And House Goods.

Herculaneum differs from Pompeii in certain very essential particulars. Pompeii was primarily a commercial city—rich, but not particularly cultured. Herculaneum, instead, was originally a Greek city, and bore traces of Greek culture and learning up to the day of its destruction. It was a favourite resort of Roman patricians, who enriched it with the utmost that Roman civilisation and refinement could achieve.

Some experts believe that the unearthing of Herculaneum from the 70 ft. of lava and mud which covers it will reveal the ancient city exactly as it was in Roman times, complete with all its furniture and household goods. Even wooden articles, such as windows, doors, and chairs, it is thought, should be sufficiently well preserved to give a precise idea of what they looked like.

If this proves to be so, this fact alone would be sufficient justification for the enormous expense the excavations will entail.

WAR ON SLEEPY SICKNESS.

20,000 CASES IN ENGLAND LAST YEAR.

At the Hospital for Diseases of the Nervous System, Maida Vale, W., continuous war is being waged on encephalitis-lathargica, better known as "sleepy sickness," which is proving one of the most baffling and deadly of modern diseases.

The disease is growing with alarming rapidity, and last year, it is estimated, more than 20,000 people were affected. The hospital at Maida Vale has the credit of being one of the first two places in this country to recognise the disease. That was after the war. The cause of the disease is attributed to an organism too minute to be detected by the microscope. It has been discovered that what were regarded as post-encephalitic, or secondary, symptoms are really evidence of a chronic form of the disease which has never reached an acute stage.

It is believed also that there may be some connection between "sleepy sickness" and influenza. The mortality from diseases of the nervous system, of which "sleepy sickness" is the worst, is higher than from tuberculosis and almost as high as from cancer.

Boy Victim.

Young, old, and middle-aged are equally liable to attack. One patient at the hospital is a boy of 16, who, only a few months ago, was an alert page-boy at a London club. He is now a physical wreck, with glassy, staring eyes and open mouth.

Another patient is a middle-aged man who has been attending at the hospital since 1918. Although the doctors have done everything in their power, he is becoming steadily worse.

ROTTERDAM LLOYD MOTOR LINER "SIBAJAK."

LAUNCH OF 12,500-TON VESSEL.

FOR EAST INDIES PASSENGER SERVICE.

The *Sibajak*, which was launched from the De Schelde yard on April 2nd, is the second motor liner to the order of the Rotterdam Lloyd S.S. Co., and, like the *Indrapoera*, will be employed on the passenger and cargo mail service between Rotterdam and the Dutch East Indies. She will be the largest vessel of the owners' fleet being 30 ft. longer than the *Indrapoera*.

The principal details are as follows:—

Length overall 530 ft. Beam moulded 62 ft. 6 ins. Depth to the upper deck 35 ft. Gross register about 12,500. Machinery power about 10,200 s.h.p. Service speed 10 knots.

A double bottom is constructed throughout the whole length of the ship, the depth being approximately 4 ft. In this are arranged 12 fuel tanks, with a total capacity of 1,600 tons, besides which are tanks for cooling water, fresh water and water ballast. The capacity of the cargo holds is 300,000 cubic ft., and there is accommodation for 200 first-class, 186 second-class and 68 third-class passengers. Arrangements are made in the tween decks forward for the transport of troops or fourth-class passengers.

The propelling machinery consists of two Scholde-Sulzer two-stroke single-acting engines, each developing 5,100 s.h.p., at the relatively low speed of 85 r.p.m. They have cylinders 700 mm. bore, with a piston stroke of 1,340 mm., and differ from the normal Sulzer design in that the scavenging pump, as well as the injection-air compressor, is driven direct off the engine, instead of scavenging air being supplied from electrically driven turbo blowers. All the controls will be located so that the engineers may operate them from the engine-room floor.

There is a certain novelty in the auxiliary machinery installation, since the two dynamos are each driven by a five-cylinder Sulzer two-stroke engine of 620 h.p. In addition, there is a 200 h.p. Sulzer engine direct-coupled to a dynamo.

M.M. LINERS ARRIVE.

WITH HEAVY PASSENGER LISTS.

Two French mail liners came into port yesterday with long lists of passengers.

The s.s. *Angers* came from Japan and Shanghai and carried in all 222 passengers, of whom 49 disembarked here. The rest were bound for Saigon, Colombo, Port Said and Marseilles.

The *Sphinx* from Marseilles and Saigon brought 320 passengers. Of these, 52 were for this port, and the rest for Yokohama and Shanghai.

PRINCE RUPPRECHT.

OUTBURST AGAINST GERMAN REPUBLIC.

BERLIN. Prince Rupprecht, ex-Crown Prince of Bavaria, speaking at a great monarchist demonstration at Housham, made the most violent attack on the German Republic which any member of the royal houses of Germany has dared to make since the revolution.

A monarchist speaker had worked the audience up to a state of frenzied enthusiasm when he called for cheers for their king. With the word "king" ringing in his ears Prince Rupprecht let himself go. "My heart bleeds," he said, "when I have to look on and see how, under the domination of the Weimar Constitution, stone after stone is torn from the edifice of our State, which has been built up by centuries of deliberate work." The unguarded king declared that Germany was seeking to cripple Bavaria financially and crush out its spirit.

SUNRISE AND SUNSET IN HONG KONG.

FOR JUNE, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
June 22nd.....	5.30 a.m.	7.10 p.m.
" 23rd.....	5.40 "	7.10 "
" 24th.....	5.40 "	7.10 "
" 25th.....	5.40 "	7.10 "
" 26th.....	5.40 "	7.11 "
" 27th.....	5.41 "	7.11 "
" 28th.....	5.41 "	7.11 "
" 29th.....	5.41 "	7.11 "
" 30th.....	5.41 "	7.11 "

JAPAN'S NEW CRUISERS.

STRENGTH OF THEIR GUN POWER.

POLICY OF MODERATE SIZED SHIPS.

With the launch of the *Myoko* at Yokosuka the first of Japan's new 10,000-ton cruisers is now afloat. These vessels have attracted a good deal of interest in naval circles on account of the statement that they carry a heavier armament than the vessels of corresponding type built by other Powers under the Washington Agreement. This statement is not quite correct. They may carry a bigger armament, but the weight of the guns (or rather the bore of the guns, which is the point that really matters) is restricted by the Washington Agreement, and all the Powers appear to have adopted the maximum of 8 inches. It has been found by experience that 50 calibre represents the extreme length for a big naval gun unless it is to have a very short life. A longer weapon, with a higher muzzle velocity, very soon needs retubing from erosion, and, moreover, has a tendency to droop, which naturally militates against its accuracy. As it is not very probable the Japanese have departed from general practice in this matter, their new 8-in. guns are probably of much the same weight as those which will be mounted in the 10,000-ton cruisers of other nations.

Ranks Next Ourselves.

In cruiser strength, as we recently pointed out, Japan ranks next to ourselves, and is likely to maintain that position unless the United States launches a big programme. Four of her new 10,000-ton vessels, of the *Araki* class, are in a well-advanced state, although the name ship herself has been retarded by considerable damage due to two immense duckyard cranes falling right athwart her, which started and fractured a good many of her plates. Japan is really better off for post-war cruisers than any other nation. Between 1920 and 1923 she has added no fewer than seventeen to her fleet, beginning with the eight ships of the *Kiso* class, of 5,500 tons, carrying seven 5.5-in. guns, and designed for 30 knots—still probably the fastest cruisers in the world. Two more high-speed cruisers of 7,100 tons are due to pass into service this year. Japanese policy, rather than smaller cruisers and more of them as best suited to her strategic needs. She does not maintain any naval force in distant waters, and has no remote possessions to protect. This protection of her trade in war time would be limited to "focal zones." Any conceivable enemy with which she might find herself in conflict is bound to be very distant, and the temporary loss of her European or American trade would not prevent Japan from carrying on hostilities indefinitely, so long as her communication Manchuria remained open.

U.S. DIESELIZATION.

MORE SHIPS TO BE CONVERTED.

The United States Shipping Board has decided to proceed with its programme for the conversion of more steamers into motor vessels, it having formally authorized the taking of steps leading to the conversion of from 12 to 16 of the United States Government's present cargo ships from steam to Diesel propulsion.

When the programme is completed the Shipping Board's fleet of motorships will number 25. It is officially stated that the Board has taken this action "with a view to obtaining the advantages of greater speed, wider cruising, and larger cargo space than is possible in the case of steam driven ships."

The speed of the motor-vessels will be about 14 knots faster than the steamers which are being converted.

Three important contracts have been entered into in connection with the installation of Diesel engines, the vessels concerned being the last three of the first group of ships selected for conversion. These ships are: (1) *Yamachichi*, which is to have its Diesel engine installed at a cost of \$400,000 by the Newport News Shipbuilding and Dry Dock Company; (2) *West Gamma*, by the Bethlehem Shipbuilding and Dry Dock Company for \$410,000 and (3) *Seminole*, the installation to be made by the Todd Shipyard Corporation at a cost of \$436,000.

It is understood that, when the fleet of 25 motorships is ready, they will be assigned to the long-voyage trades to South America, to Australia, and to India.

This conversion programme of the Shipping Board has been generally criticized on account of its admittedly high cost, but the Board feels that, by the award of its contracts for Diesel engines and for their installation by American shipyards, it is encouraging the development of the Diesel engine-building industry in the United States, and is giving the shipyards invaluable experience, says the *Daily Telegraph*.

THE CHINA COAST.

LATEST CHANGES IN OFFICER PERSONNEL.

The following are the latest changes in officer personnel on the China Coast:—

Capt. C. B. L. Stringer, of the *Shanxi*, is on Home leave. Mr. J. W. Lamont, from reserve, has gone master, *Shanxi*.

Mr. W. Anderson, chief engineer, *Shantung*, is on reserve. Mr. J. B. Barclay, from reserve, has gone chief engineer, *Shantung*.

Mr. G. Boulton, second engineer, *Shantung*, is on reserve. Mr. W. Gordon, from reserve, has gone second engineer, *Shantung*.

Mr. W. H. Scurr, second engineer, *Shantung*, is on reserve. Mr. N. S. Halliday, chief engineer, *Shantung*, has gone chief engineer, *Changchou*. Mr. W. Turner, chief engineer, *Changchou*, has gone chief engineer, *Shantung*.

Mr. D. H. Maxwell, supply engineer, *Shantung*, has gone second engineer, *Teian*. Mr. W. Gordon, second engineer, *Teian*, is on reserve.

Mr. F. C. Dart, acting second engineer, *Kingman*, has gone supply engineer, *Tungchow*.

Mr. J. W. Bertram, second engineer, *Kwangtung*, has gone acting second engineer, *Kingman*. Capt. J. H. Smith, of *Lucho*, has gone master, *Shantung*.

Capt. S. J. Harden, of the *Shantung*, has gone master, *Lucho*. Mr. N. Richardson, second officer, *Kutuo*, has gone second officer, *Kingman*.

Mr. G. I. Lawson, second officer, *Kingman*, has gone second officer, *Kutuo*.

Mr. J. R. Evans, second officer, *Pinguo*, has gone supernumerary, *Shantung*.

Mr. J. J. McLeavy, from reserve, has gone second officer, *Tungchow*.

Mr. G. Earlam, chief officer, *Shantung*, is on reserve.

Mr. L. H. Hitchings, chief officer, *Shantung*, is on Home leave.

Mr. W. J. Jack has been appointed supernumerary engineer, *Loong-wo*—Shipping and Engineering.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KALYAN."

ARRIVED HONG KONG ON 17TH JUNE, 1927.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at risk in the Hong Kong Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 7th July, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents. Hong Kong, 18th June, 1927. [5047]

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 21st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.81	29.81	29.74
Temperature	88	82	87
Humidity	68	83	67
Wind—			
Direction	SW	SW	SW
Force	4	4	4
Weather	C	O	C
Rain	0.10	0.09	0.25

Highest open-air Temperature, 20th: 89
Lowest open-air Temperature, 21st: 81

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 22nd to 28th, 1927.

Days of Month	High WATER.		Low WATER.	
	Time.	Height.	Time.	Height.
Wed. 22	h. 4.40	4.3	h. 1.10	3.7
Thur. 23	h. 5.32	5.8	h. 2.02	4.1
Fri. 24	h. 6.24	6.3	h. 2.54	4.5
Sat. 25	h. 7.16	6.8	h. 3.46	4.9
Sun. 26	h. 8.08	7.3	h. 4.38	5.3
Mon. 27	h. 9.00	7.8	h. 5.30	5.7
Tues. 28	h. 9.52	8.3	h. 6.22	6.1

22nd June, 1927.

23rd June, 1927.

24th June, 1927.

25th June, 1927.

26th June, 1927.

27th June, 1927.

28th June, 1927.

29th June, 1927.

30th June, 1927.

1st July, 1927.

2nd July, 1927.

3rd July, 1927.

4th July, 1927.

5th July, 1927.

6th July, 1927.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "YANG-TSE."

BRINGING CARGO FROM DUNKIRK, ANTWERP, LONDON, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 30th instant, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 27th June, 1927.

No Fire Insurance will be effected by us in any case whatever.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hong Kong, 21st June, 1927. [5080]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPRINX."

BRINGING CARGO FROM MARSEILLES, &c.

ALSO CARGO FROM BORDEAUX, LA PALICE COGNAC, &c.

EX S.S. "JEAN DOUBLET"

AND CARGO FROM LA PALICE, COGNAC, &c.

EX S.S. "MEINAM"

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 30th instant, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 27th June, 1927.

No Fire Insurance will be effected by us in any case whatever.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hong Kong, 21st June, 1927. [5056]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "ZYRHOUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th July or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hong Kong, 20th June, 1927. [5051]

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS "MANIFESTO," HONG KONG.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

Build and Engine at Kowloon Docks at THE HONG KONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONG KONG SERVICES.

Please address enquiries to the Chief-Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong

4 S.S. "CHANGTE."

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NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co.'s Steamer "CYCLOPS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 20th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 27th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hong Kong, 20th June, 1927. [5052]

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Comprehensive and Complete Report of the

NEWS OF THE FAR EAST

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with which is incorporated

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CHINA NAVIGATION COMPANY, LIMITED.

HAIPHONG CHEFOO "TAIKOOWANYI" On 22nd June, 10 a.m.
 WEIHAWEI, CHEFOO "HUICHOW" On 22nd June, 4 p.m.
 SHANGHAI & SHANGHAI "CHUNGKOW" On 23rd June, Noon
 SHANGHAI & SHANGHAI "SHANTUNG" On 24th June, 6 a.m.
 BANGKOK "KIUNGCHOW" On 24th June, 6 a.m.
 SWATOW & SINGAPORE "ANKING" On 26th June, 6 a.m.
 SWATOW & BANGKOK "KAYING" On 26th June, 10 a.m.
 SWATOW & SHANGHAI "LINAN" On 28th June, Noon
 SHANGHAI "HANYANG" On 28th June, 6 a.m.
 BANGKOK "CHINHUA" On 28th June, 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
 860 SINGLE AND 890 RETURN.
 For Freight and Passage apply to—BUTTERFIELD & SWIRE.
 Telephone: CENTRAL 36.
 CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
 THEIR NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
 HONGKONG TO AUSTRALIAN PORTS
 VIA MANILA AND THURSDAY ISLAND.
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
 HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong on or about	Sailing from Hong Kong on or about
TAIPING	8th July	15th July
CHANGTE	16th August	16th August
TAIPING	6th September	13th September
CHANGTE	11th October	18th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
 Telephone: CENTRAL 36. Agents.

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 "BLUE FUNNEL LINE"
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 AND
 AMERICAN & MANCHURIAN LINE
 (EILERTMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "AGAPENOR" ... Via Suez Canal 3rd July.
 s.s. "CITY OF CHESTER" ... Via Suez Canal 14th July.
 s.s. "HELENUS" ... Via Suez Canal 31st July.
 s.s. "CITY OF BEDFORD" ... Via Suez Canal 14th August.
 Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to Change without Notice.
 For Freight and Particulars, apply to—
 BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
 HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO
 BOSTON
 AND
 NEW YORK

M.V. "ASIATIC PRINCE" ... 2nd July, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]



KONINKLYKE PAKETVAARI
 MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR SHIP

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on June 23rd.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.
 1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
 Service to & destinations in the Netherlands East Indies
 and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.
 Telephone 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

June 19th.
 Maud, Norwegian str., 1,351 tons,
 Capt. Stringer, from Canton,
 lying at Taitoo Dock.—Hidaku
 & Co.

June 20th.
 Korra Maru, Japanese str., 6,073
 tons, Capt. J. Tsuji, from San
 Francisco and Keelung. The
 latter port she left on June
 18th, with 1,073 tons of general
 cargo, lying at buoy No. A5.—
 N.Y.K.

Kueni Sang, British str., 1,435 tons,
 Capt. G. F. Matthews, from
 Bangkok and Kohsichang, with
 a general cargo, lying at buoy
 No. B7.—Jardine, Matheson &
 Co.

Macassar Maru, Japanese str., 2,511
 tons, Capt. C. Hidaka, from
 Sourabaya and Balikpapan.
 The latter port she left on June
 13th, with a general cargo, lying
 at buoy No. A23.—Nanyo Yusen
 Kaisha.

President McKinley, American str.,
 14,127 tons, Capt. A. O. Lustie,
 from San Francisco, which port
 she left on May 28th, with a
 general cargo, lying at Kowloon
 Wharf.—A.M.L.

Shinsei Maru No. 1, Japanese str.,
 2,771 tons, Capt. C. Hikichi,
 from Chinwangtao, which port
 she left on June 13th, with a
 cargo of coal, lying at buoy No.
 B50.—K.M.A.

Summing, British str., 1,570 tons,
 Capt. J. Tinson, from Canton,
 with a general cargo, lying at
 buoy No. B13.—B. & S.

Takima, British str., 3,742 tons,
 Capt. A. Munro, from Calcutta
 and Singapore. The latter port
 she left on June 16th, with 1,030
 tons of general cargo for Hong
 Kong, lying at Kowloon Wharf.
 —Mackinnon, Mackenzie & Co.

June 21st.
 Angers, French str., 3,950 tons,
 Capt. Rigaud, from Shanghai,
 which port she left on June
 18th, with a general cargo, lying
 at Kowloon Wharf.—M.M.

Danmaga, Norwegian str., 1,730 tons,
 Capt. Holm, from Bangkok and
 Kohsichang, with rice and meat,
 lying at buoy No. C45.—Kars-
 ten, Larsen & Co.

Hin Sang, British str., 1,895 tons,
 Capt. T. Grant, from Sanda-
 kan, which port she left on June
 16th, with 4,038 tons of timber
 and general cargo, lying at
 Kowloon Wharf.—Jardine, Ma-
 theson & Co.

Hop Sang, British str., 1,356 tons,
 Capt. W. J. Booker, from Canton,
 with a general cargo lying at
 buoy No. B32.—Jardine,
 Matheson & Co.

Kairgu Maru, Japanese str., 1,530
 tons, from Canton, lying at
 buoy No. C16.—Y.K.K.

Kisan Maru, Japanese str., 1,507
 tons, Capt. C. Mikami, from
 Canton, lying at buoy No. C49.
 —O.S.K.

Sphinx, French str., 11,374 tons,
 Capt. Le Men, from Marseille
 via ports. She arrived on
 May 20th, with a general cargo,
 lying at Kowloon Wharf.—Mes-
 sageries Maritimes.

CLEARANCES.

June 21st.
 Chung Hing, for Kwang Chow Wan
 Chung Kong, for Tourane.
 Empress of Russia, for Shanghai.

Hui Ning, for Swatow.
 Hero, for Bangkok.
 Hop Sang, for Swatow.

Kairgu Maru, for Hoihow.
 Kishu Maru, for Takao.
 Livingston, for Bangkok.

Meado Maru, for Swatow.
 President McKinley, for Manila.
 Sphinx, for Shanghai.

Summing, for Amoy.
 Takima, for Amoy.
 Taitoo Maru, for Amoy.

PASSENGERS.

ARRIVALS.
 Per s.s. Sphinx, from Marseilles,
 on June 21st:—Mr. and Mrs. L.
 Drange, Mr. Poncet, Mrs. Cano,
 Mrs. Peyrou, Mr. C. Mullet, Mr.
 Lambrindis, Mr. Yamamura, Mr.
 Roussel, Mr. Tournier, Mr. Del-
 bel, Mr. Le Claiton, Mr. Faltot,
 Rev. Flincher, Mr. Brousselloux,
 Mr. Jouanne, Mr. Dubreuil, Mr.
 Certain, Mr. Doignon, Mr. Ver-
 dier, Mr. Cazenove, Mr. Paris,
 Mr. R. Jean, Rev. Joliet, Mr. de
 C. de Mottes, Mr. Grosjean, Mr.
 and Mrs. S. Eran and infant, Mr.
 E. F. Mossin, Mr. Malbrang, Mr.
 A. Hirtz.

Among passengers from Japan
 and Shanghai arriving yesterday
 on the M.M. s.s. Angers, passing
 through Hong Kong on their way
 to Saigon were: Mr. Heimendinger,
 Mr. Musson, Mr. d'Esclenne Soares,
 Miss C. Serrera, Miss A. Singie-
 ton, Mr. Y. L. Yorio, Mrs. Yorio,
 Mr. Courtesole, For Colombo:
 Sister M. S. Saron, Sister Shaw,
 For Port Said: Mr. and Mrs. G.
 V. Martin and four children. For
 Marseilles: Mr. and Mrs. Donadri,
 Admiral Basire, Mr. Godard, Mr.
 Cava, Mr. Cava, Mr. Safenille,
 Mr. S. Goff, Mr. Basire, Mr. and
 Mrs. Fontenay, Mr. P. Mailly,
 Mrs. Monnot, Mrs. Plaisant and
 two children, Mr. Quignelle, Mr.
 F. Briz, Rev. Schram, Mr. C. M.
 and Mrs. Drury and child, Mr.
 E. Delage, Mrs. Stroebe and three
 children, Miss E. Russell, Miss E.
 Blain, Mr. S. Guillon, Mr. Collo-
 bert.

VESSLS EXPECTED.

Adriatic (Blue Funnel), due July
 15th.
 Amazon (M.M.), due July 19th.
 Antenor (Blue Funnel), due July
 21st.

Arifura (E. & A.), due July 4th.
 Asiatic Prince (Prince Line), due
 July 2nd.

Athos II. (M.M.), due August 10th.
 Benares (Swedish East Asiatic),
 due June 23th.

Chantilly (M.M.), due August 22nd.
 Chonocazur (M.M.), due August
 30th.

D'Artagnan (M.M.), due Septem-
 ber 3rd.
 Decaulion (Blue Funnel), due June
 25th.

Devanha (P. & O.), due August 4th.
 Empress of Asia (C.P.R.), due
 June 27th.

Eurylochus (Blue Funnel), due
 September 11th.
 Fulda (N.D.L.), due to-morrow
 night or June 24th at daylight.

Hector (Blue Funnel), due August
 25th.
 Helios (Blue Funnel), due June
 21th.

Ixion (Blue Funnel), due July 9th.

Kashgar (P. & O.), due July 7th.
 Kashmir (P. & O.), due September
 25th.

Khira (P. & O.), due September
 1st.
 Khyber (P. & O.), due August 4th.

Lycenon (Blue Funnel), due Sept.
 2nd.
 Macedonia (P. & O.), due to-mor-
 row.

Malva (P. & O.), due September
 13th.
 Menelaus (Blue Funnel), due Aug.
 15th.

Morice (P. & O.), due August 18th.
 Ningshow (Blue Funnel), due Aug.
 27th.

Novara (P. & O.), due July 6th.
 Nyman (P. & O.), due July 7th.
 Patroclus (Blue Funnel), due to-
 morrow.

Paul Lecat (M.M.), due July 5th.
 Perscus (Blue Funnel), due July
 7th.

Philactes (Blue Funnel), due Aug.
 5th.
 Raralpindi (P. & O.), due July
 21st.

Rhacenor (Blue Funnel), due July
 7th.
 St. Albans (E. & A.), due June
 25th.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI

KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JEFFERSON ... Tuesday, July 5th
 PRESIDENT GRANT ... Tuesday, July 19th
 PRESIDENT MADISON ... Tuesday, Aug. 2nd
 PRESIDENT JACKSON ... Tuesday, Aug. 10th
 PRESIDENT McKINLEY ... Tuesday, Aug. 30th
 Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE
 SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States
 and Canada, with liberal stop-over privileges for
 sightseeing. Ask for information. Following are
 suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 29	Seattle	Leviathan	Aug. 6	P'mth-C'brg Aug. 7
July 13	San Francisco	Majestic	Aug. 8	C'brg-S'hampton Aug. 12
July 19	San Francisco	Beveria	Aug. 10	C'brg-S'hampton Aug. 16
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'hampton Aug. 28
Aug. 2	San Francisco	Majestic	Sept. 8	C'brg-S'hampton Aug. 30
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'brg Sept. 9
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'hampton Sept. 23
Aug. 24	Seattle	Borngaria	Sept. 21	C'brg-S'hampton Sept. 27
Aug. 30	San Francisco	Homeric	Oct. 1	C'brg-S'hampton Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	C'brg-S'hampton Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 15	C'brg-S'hampton Oct. 21

TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT McKINLEY ... Wednesday, June 29th
 PRESIDENT LINCOLN ... Wednesday, July 13th
 PRESIDENT CLEVELAND ... Wednesday, July 27th
 PRESIDENT PIERCE ... Wednesday, Aug. 10th
 PRESIDENT TAFT ... Wednesday, Aug. 24th
 Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ—

PORT SAID—ALEXANDRIA—NAPLES

—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT VAN BUREN ... Tuesday, July 5th, 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, July 19th, 8.00 a.m.
 PRESIDENT POLK ... Tuesday, Aug. 2nd, 8.00 a.m.
 PRESIDENT ADAMS ... Tuesday, Aug. 16th, 8.00 a.m.
 PRESIDENT GARFIELD ... Tuesday, Aug. 30th, 8.00 a.m.
 Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT JEFFERSON ... June 27th, 8.00 p.m.
 PRESIDENT VAN BUREN ... July 5th, 8.00 a.m.
 PRESIDENT LINCOLN ... July 19th, 8.00 p.m.
 PRESIDENT GRANT ... July 11th, 8.00 p.m.
 PRESIDENT HAYES ... July 19th, 8.00 a.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).

Telephone: Central 2177, 2478 & 796.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SWATOW "HOPKINS" Wednesday, 22nd June, at 10 a.m.
 & SHANGHAI "KUTSANG" Thursday, 23rd June, at 3 p.m.
 STRAITS & CALCUTTA "KUTSANG" Friday, 24th June, at 10 a.m.
 HAIPHONG "MINGSANG" Friday, 24th June, at 10 a.m.
 TSINGTAU via SWATOW "KWAISANG" Sunday, 26th June, at 10 a.m.
 & SHANGHAI "SUISANG" Sunday, 26th June, at 10 a.m.
 STRAITS & CALCUTTA "SUISANG" Sunday, 26th June, at 3 p.m.
 TIENTSIN "CHEONGSHING" Monday, 27th June, at 5 p.m.
 TSINGTAU via SWATOW "HANGSANG" Wednesday, 29th June, at 10 a.m.
 & SHANGHAI "HINSANG" Wednesday, 29th June, at 8 p.m.
 SANDAKAN "LAISANG" Friday, 1st July, at 7 a.m.
 OSAKA via AMOY, MOJI "LAISANG" Friday, 1st July, at 7 a.m.
 & KOBE "LAISANG" Friday, 1st July, at 7 a.m.
 TSINGTAU via SWATOW "KWONGSANG" Sunday, 3rd July, at 10 a.m.
 & SHANGHAI "CHAKSANG" Sunday, 3rd July, at 10 a.m.
 STRAITS & CALCUTTA "CHAKSANG" Tuesday, 5th July, at 7 a.m.
 OSAKA via AMOY, SHANGHAI "CHAKSANG" Tuesday, 5th July, at 7 a.m.
 HA, MOJI & KOBE "HOSANG" Tuesday, 12th July, at 7 a.m.
 For Freight or Passage, apply to—

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 GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (via Oran) 8th July.
 Steamship "PEMBROKESHIRE" (via Oran) 24th July.
 Motor Vessel "GLENOGLE" ... 21st August.
 Motor Vessel "GLENGARRY" ... 21st September.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER" ... Due Hong Kong 24th June.
 Motor Vessel "GLENOGLE" ... 24th June.
 Motor Vessel "GLENAMORY" ... 26th July.
 Motor Vessel "GLENGARRY" ... 4th August.
 Motor Vessel "GLENAPF" ... 18th August.
 For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

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DODWELL & CO., LTD

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
 FOR BRINDISI, VENICE AND TRIESTE (FIUME).
 TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA
 AND DANUBE PORTS.

REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE ... £72.10.0d.
 LONDON ... £80.0s.0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "VIMINALE" ... From Hong Kong.
 M.V. "REMO" ... Sails on or about 23rd June
 Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "ROMOLO" ... From Hong Kong.
 M.V. "VIMINALE" ... Sails on or about 23rd June
 M.V. "REMO" ... Sails on or about 26th July
 Sails on or about 23rd August

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 30th June
 S.S. "UMZUMBI" ... Sails from Calcutta 31st July

Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hong Kong.

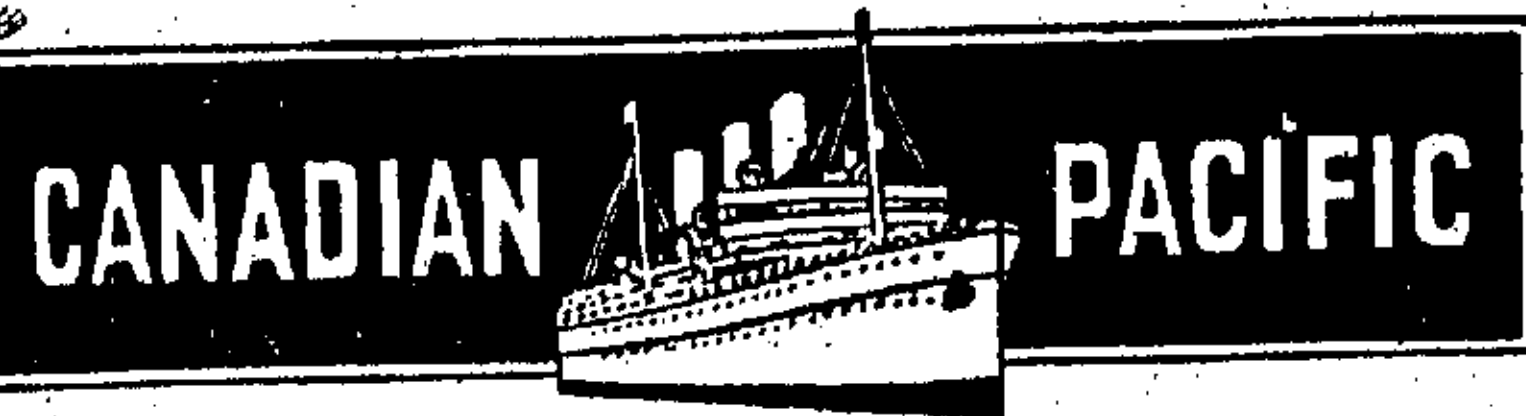
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DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

[17]



QUICKEST TIME ACROSS THE PACIFIC.

S.S. "EMPRESS OF RUSSIA"

WILL BE DESPATCHED

WEDNESDAY, JUNE 22nd

AT

10.00 A.M.

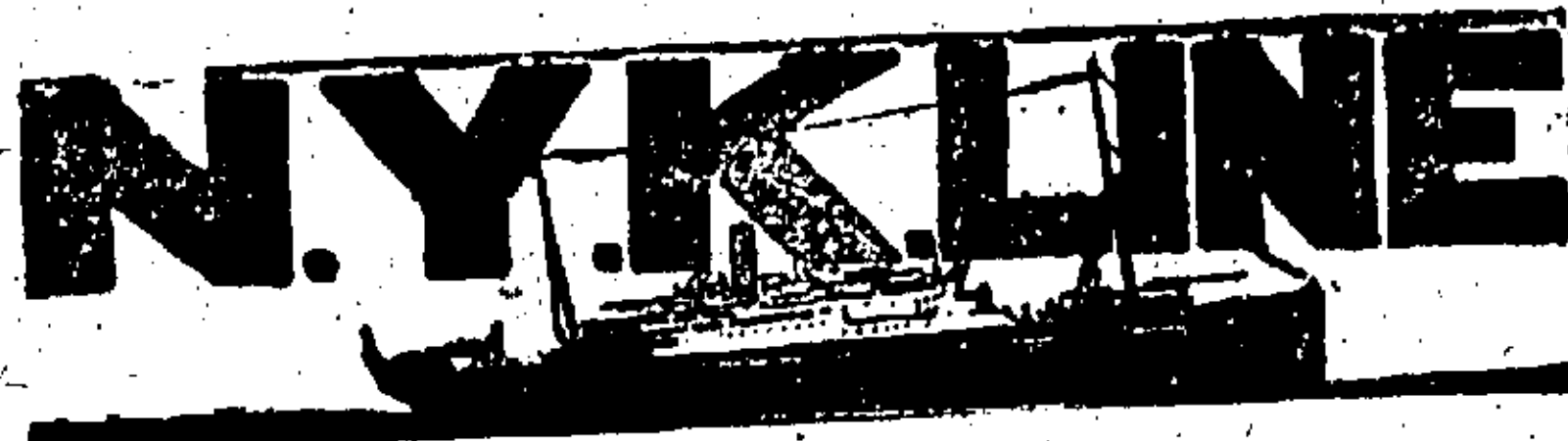
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VICTORIA & VANCOUVER

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SHANGHAI AND JAPAN PORTS.

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu			
* KOREA MARU	Tuesday	28th June, at 10 a.m.	
* SHINYO MARU (Calla Keelung)	Tuesday	12th July, at 9 a.m.	
* SIBERIA MARU	Tuesday	26th July, at 10 a.m.	
* Calls Keelung & Los Angeles.			
LONDON via Singapore, Suez, Marseilles & Ports.			
FUSHIMI MARU	Saturday	2nd July, at 11 a.m.	
HAKOZAKI MARU	Saturday	16th July, at 11 a.m.	
HAKUBAN MARU	Saturday	30th July	
SYDNEY & MELBOURNE via Manila & Ports.			
TANGO MARU	Wednesday	22nd June, at 11 a.m.	
AKI MARU	Wednesday	29th July, at 11 a.m.	
BOMBAY via Singapore, Penang & Colombo.			
GENOA MARU	Monday	27th June	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.			
RAKUYO MARU	Monday	11th July	
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.			
KAWACHI MARU	Saturday	9th July	
NEW YORK and/or BOSTON via PANAMA.			
TAKAOKA MARU	Tuesday	28th June	
BENGAL MARU	Wednesday	27th July	
LIVERPOOL via Singapore, Colombo, Port Said & Ports.			
DELGOA MARU	Tuesday	12th July	
CALCUTTA via Singapore, Penang & Rangoon.			
HAKODATE MARU	Friday	1st July	
NAGASAKI, KOBE & YOKOHAMA.			
MISHIMA MARU	Friday	22nd July	
SHANGHAI, KOBE & YOKOHAMA.			
TAJIMA MARU	Thursday	23rd June	
KITANO MARU	Tuesday	28th June	

For further information, apply to—
NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchanges to all Depts.) [7]

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

INCREASED ARRIVALS AND DEPARTURES.

BRITISH BEST CONTRIBUTORS

There was an increased number of arrivals and departures during the 24 hours ended at 9 a.m. yesterday. Freights imported and carried for other ports were up to the average with British vessels carrying over 80 per cent. of the total cargo.

There were altogether 10,097 tons of general cargo imported into the Colony. Of these 7,028 tons were accounted for by six British vessels. The two best returns were 2,250 tons on the s.s. *Kwai Sang*, from Bangkok and Kolsichang. The Norwegian steamer *Norveken*, from Singapore and Hoihow came second with 200 tons.

Local Rice Shipments.

In addition to the above, two shipments of rice were entered. The s.s. *Kwangchow* (British) brought 2,010 tons from Kolsichang, and the s.s. *Haidor* discharged 2,035 tons from the same port.

Through Cargo.

Although only manifested on five vessels, through freights were heavier than local imports. There were in all 12,005 tons of general merchandise carried for ports beyond. Four British vessels contributed 9,215 tons. The two best returns were registered by the British steamers *Pyrrhus* and *Takliwa*. The former from Liverpool and Singapore carried 5,070 tons and the latter from Calcutta and Singapore, 3,526 tons.

Arrivals and Departures.

	Arr.	Dep.
British	9	4
Norwegian	3	5
Japanese	3	2
Chinese	0	5
American	0	2

The Carriers.

S.S. *Kwangchow* (British) from Kolsichang, 2,010 tons rice for Hong Kong.

S.S. *Empress of Russia* (British) from Vancouver and Shanghai, 150 tons general for Hong Kong and 214 tons for other ports.

S.S. *Cyclone* (British) from Newport and Manila, 540 tons general for Hong Kong.

S.S. *Hanyang* (British) from Swatow in ballast.

S.S. *Kuying* (British) from Bangkok and Swatow, 1,400 tons general for Hong Kong.

S.S. *Takliwa* (British) from Calcutta and Singapore, 1,638 tons general for Hong Kong and 3,526 tons for other ports.

S.S. *Kwai Sang* (British) from Bangkok and Kolsichang, 2,250 tons general for Hong Kong.

S.S. *Pyrrhus* (British) from Liverpool and Singapore, 1,047 tons general for Hong Kong and 5,070 tons for other ports.

S.S. *Nanning* (British) from Canton, 405 tons general for other ports.

S.S. *Haidor* (Norwegian) from Bangkok and Kolsichang, 2,035 tons rice for Hong Kong.

S.S. *Norveken* (Norwegian) from Singapore and Hoihow, 2,000 tons general for Hong Kong.

(Continued on next column).

DAILY WATERFRONT NEWS.

A WAYWARD FERRY.

BATCH OF OFFENDERS FINED.

[BY LONGSHOREMAN.]

Girl's Attempted Suicide.

A nineteen years old Chinese girl, attempted to commit suicide by jumping into the harbour from the Mongkok Ferry launch on Monday, but she was rescued and taken to the Government Civil Hospital.

A Wayward Ferry.

The ferry that left Kowloon yesterday afternoon at 1.50 proved to be very wayward.

Everything went well until approaching the Hong Kong pier, when the ferry made bows on for the landing stage. The coxswain reversed engines, and the ferry backed towards the cluster of steam launches, moored alongside the Queen's Pier. Three of the craft had hastily to slip their moorings, and got out of the way.

The ferry boat eventually got alongside the landing stage, wrong end first, and passengers were disembarked nearly ten minutes later than they should have been.

Passenger's Loss.

Jewellery and money to the value of \$704 has been stolen from a cabin on board the s.s. *President Taft*, while the ship was lying alongside the wharf.

Japanese Steamer In Collision.

When the N.Y.K. cargo steamer *Tottori Maru* arrived at Singapore last week, from Bombay, her commander, Captain K. Harada, reported that his vessel had been in collision with the Chinese steamer *Cap Lay*, off Pulau Jemur, near One Fathom Bank in the Malacca Straits at 7.58 in the evening of June 11th.

The *Cap Lay* sustained no damage and proceeded on her voyage to Colombo, whilst the *Tottori Maru* had her stern damaged by the bow of the French vessel. The *Tottori Maru* was carrying a general cargo and had no passengers on board. She was taken to Koppel Harbour for examination and repairs. The *Cap Lay* is a vessel of 4,384 tons net, owned by Chargeurs Reunis, and arrived in Singapore from Haiphong on Friday, 10th, leaving the same day for Colombo, Marseilles, Havre, Dunkirk and Antwerp. The *Tottori Maru*, is a Japanese vessel owned by the N.Y.K., of 3,705 tons net, and 5,973 tons gross, carrying a crew of 68 all told, and having a speed of ten knots. She left Bombay on June 2nd.

University Deck Boy.

We recorded yesterday that a Cambridge undergraduate, Malcolm Lewis, a youth of 17 years, left Liverpool on May 15th a deck-boy on the Blue Funnel Line s.s. *Pyrrhus*. This vessel arrived in Hong Kong on Sunday from Singapore, and has now left for Shanghai.

S.S. *Maccassar Maru* (Japanese) from Sourabaya and Balikpapan, 595 tons general for Hong Kong and 3,700 tons for other ports.

S.S. *Korea Maru* (Japanese) from San Francisco and Keelung, 1,073 tons general for Hong Kong.

Batch Of Minor Offenders.

A batch of minor offenders was brought before Lieut.-Comdr. G. P. Holo, R.N., at the Marine Court yesterday morning, and fines ranging from \$5 to \$10 were imposed.

The master of a passenger sampan, who piled for hire within three hundred feet of a man-of-war, was fined \$5, or five days.

The masters of two trading junks were each mulcted in the sum of \$5 for mooring their crafts abreast of five others alongside the s.s. *Shinsei Maru*.

The mistress of a cargo boat was fined the same amount for a similar offence. She moored her craft alongside the *Shunshan Maru* abreast of five others boats.

The master of the motor boat *Tak Lee* who was too lazy to keep his vessel clean was fined \$10.

Casualties At Sea.

The s.s. *Takliwa* reports five deaths while on her voyage here from Singapore. Two deck passengers died of consumption, 2 of beri-beri and another committed suicide by jumping overboard. His body was not recovered.

Dangerous Goods.

The s.s. *Pyrrhus*, from Liverpool and Singapore manifested the following dangerous goods:—For Hong Kong: 4 cases hydrochloric acid, 4 cases sulphuric acid, 3 kegs varnish and 7 drums of turpentine. For Shanghai: 1 keg varnish. For Kobe: 1 drum creosol.

Chinese Deck Passengers.

The returns for the 24 hours ended at 9 a.m. yesterday showed that 2,122 Chinese deck passengers entered the Colony. These came on eight vessels. The *Takliwa* brought 1,448 returned emigrants from Singapore, most of whom will leave for their native places in due course.

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall Basin, *Delhi*; South Wall Basin, *Marathon*; East Wall Basin, *Subs. L.2, L.3, L.15 and L.19*; North Arm, *Curadoe* and *Curlew*; West Wall Dock, *Wharfedale* and *Tarantula*; In Dock, *Titanic* and *Cicada*; Taikoo Dock, *Aphis* and *Foggoe*; Kowloon Dock, *Hawkins* and *Ladybird*; Buoy 4, *Wolverine*; Buoy 7, *Frobisher*; Buoy 8, *Delhi*; Buoy 10, *Sterling*; Buoy 11, *Bruce*; Buoy 12, *Bluebell*; Buoy 13, *Thracian*; Buoy 18, *Ruthenia*; Buoy 25, *Kharik*; Buoy 26, *Maine*; Oil Fuel Jetty, *Belgic*; Kowloon Anchorage, *Fortis*; For eign Men-o-War, *Patria* (Portuguese) and *Argus* (French).

SHIPPING MOVEMENTS.

The N.D.L. m.s. *Fulda* left Shanghai on June 21st, and is expected to arrive here either on the evening of June 23rd or June 24th at daylight. She will sail for Europe via Manila, Singapore and ports at 2 p.m. on June 24th.

The R.M.S. *Empress of Asia* arrived at Kobe yesterday at 11.30 a.m., left the same day at 7 p.m., and is due at Nagasaki to-day at 5 p.m.

The s.s. *Tirpitz* (Hugo Stinnes Linien) left Shanghai yesterday at 7 a.m., and is due at Hong Kong on Friday morning, the 24th inst.

The N.D.L. s.s. *Trier*, from Europe, left Singapore for Hong Kong via Manila on June 19th, and is expected to arrive here on June 22nd. She will sail for Shanghai, Taku, Dalny and Tsingtao on the same day.

BANK LINE LTD. AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO. LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

ELLERMAN LINE

S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 3rd July

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 10th Aug.

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF CHESTER" ... via Suez Canal ... 14th July

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "COMERIC" ... via Suez Canal ... 25th July.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 25th July.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bill of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascor.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

[2]

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
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GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"MANTUA"	10,046	25th June	Marseilles and London.
"KHIVA"	9,135	29th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, London, Antwerp & Hull.
"ALIPPORE"	5,273	21st July	Straits and Bombay.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"NYANZA"	7,023	3rd Aug.	Straits and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"DEVANHA"	8,155	3rd Sept.	Marseilles, London & Antwerp
"MOREA"	10,953	17th Sept.	Marseilles and London.
"KHIVA"	9,135	1st Oct.	do.
"MALWA"	10,953	15th Oct.	do.
"KASHMIR"	8,985	28th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	3rd July	Singapore, Penang and Calcutta
"TAKLIWA"	7,936	12th July	do.
"TILAWA"	10,006	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th July	do.
"TANDA"	6,956	2nd Sept.	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hoihow, Oebu, Kolambuan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"MACEDONIA"	11,120	24th June, 10 a.m.	Shanghai, Kobe and Yokohama.
"TILAWA"	10,006	2nd July	Amoy, Moji, Kobe and Yokohama.
"ARAFURA"	6,000	5th July	Moji, Kobe, Osaka and Yokohama.
"NOVARA"	6,989	7th July	Shanghai, Moji, Kobe and Yokohama.
"KASHGAR"	9,005	8th July	Shanghai, Moji, Kobe and Yokohama.
"NYANZA"	7,023	8th July	do.
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"DEVANHA"	8,155	5th Aug.	Shanghai, Moji, Kobe and Yokohama.
"TANDA"	6,956	9th Aug.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,953	19th Aug.	Shanghai, Moji, Kobe and Yokohama.
"KHIVA"	9,135	2nd Sept.	do.
"KASHMIR"	8,985	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,953	7th Jan., 1928	do.
"KASHMIR"	8,985	21st Jan., 1928	do.
"MACEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,946	25th Feb., 1928	do.
"MONGOLIA"	16,504	17th Mar., 1928	do.
"MOREA"	10,953	30th Mar., 1928	do.

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Landria.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Loading about

m.v. "NIPPON" ... 5th July

m.v. "BENARES" ... 8th August

m.v. "NANKING" ... 1st September

FOR SHANGHAI AND JAPAN PORTS.

Loading about

m.v. "BENARES" ... 28th June

m.v. "NANKING" ... 22nd July

For further particulars, apply to the Agents—

